"All the News That's Fit to Print."

The New York Times.

With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

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With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

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THE WEATHER.

Showers and thunderstorms; warmer; southerly winds.

THE NEWS CONDENSED.

Cash wheat, No. 2 red, 89c; cash corn, No. 2 mixed, 38¾c; cash cotton, 6 3-16c.

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Chaplain Jones of the Texas, who is at the Navy Yard Hospital, recovering from illness, told of his experiences during and after the battle of Santiago.

The City of Washington, the Resolute, and the Solace, all Government ships, arrived in this harbor yesterday. Officers of the City of Washington, who witnessed the blowing up of the Vizcaya, say that it was an evidence that the destruction of the Maine was caused by a mine.

The sick and wounded soldiers from the Olivette were taken to various hospitals and made comfortable. Some, however, were cared for at residences or hotels by their relatives. There were interesting scenes at the foot of Pacific Street, Brooklyn, where most of the men were landed.

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The new schedule for through trains to Tremont on the Third Avenue Elevated Railroad, it is expected, will be put into effect on Aug. 1.

Lieut. Trull of the Seventy-first Regiment described his experiences before Santiago at the Tremont Methodist Episcopal Church last night.

General Agent Bocande of the French Line arrived here and talked of the Bourgogne disaster. He denied the assertion that the crew was not drilled regularly.

The identity of the longshoreman found murdered in East Eighteenth Street was not established. Three men were held on suspicion of having caused the death.

Several members of the Central Labor Union charged with having smoked non-union cigars and drunk non-union beer defended themselves vigorously, and the discussion waxed hot.

Arrivals at Hotels and Out-of-Town Buyers.—Page 2.
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Markets.—Page 8.

LONDON VIEW OF THE WAR.

The Times Comments on Operations and Conditions in Cuba and the Philippines.

LONDON, July 18.—The Times this morning, in the course of its weekly review, says:

"The Santiago negotiations are honorable to both combatants; and their success was probably due to the wise and statesmanlike concession of Washington to send the Spanish garrison home. The prospects of regaining their native land is naturally grateful to wearied troops, and this stroke of policy will probably have a great effect on the garrison at Havana.

"There is not the slightest doubt that troops possessed of such great fighting capacity as the Americans have shown could have at any time stormed Santiago. Happily, a useless sacrifice of life has been averted.

"The direct gain to the United States from the capitulation is small, but the indirect results are important in the growth of mutual respect between the two nations, and the lesson to the Madrid Government that it may now abandon a hopeless attitude without loss of military honors. The whole Santiago campaign conforms strictly to the experience of the past. The American Navy has displayed conspicuous ability. Torpedoes have played a less important part than was anticipated, and it may be hoped that over-water discharges on board cruisers will now be abandoned, if indeed these craft may not be exempted from the incubus of the torpedo.

"Judging from the American experiment at Santiago, the prospect of bombardment from invisible naval stations over cliffs will not be very alarming in future warfare.

"The problem at Manila resembles that just solved at Santiago, except that the military conditions are more favorable to the Americans. Whatever may be the ulterior designs of the Germans these are not likely to be furthered by incidents like the Irene affair, which might easily have led to serious consequences but for Admiral Dewey's tact and moderation. The hurricane season in the Philippines is now approaching, and after the experience at Samoa a reluctance to keep a large number of vesels confined in the waters of Manila Bay may probably be expected."

OUR GUNNERY AT MANILA.

Report That the Gunners Were Englishmen to be Investigated.

LONDON, July 17.—Mr. Thomas Gibson Bowles, Conservative, member of Parliament for King's Lynn, in the House of Commons to-morrow will ask the First Lord of the Admiralty, the Hon. George J. Goschen, whether there is any truth in the statement made by Mr. Cunninghame-Graham, former member of Parliament, in a letter to The St. James's Gazette, that the excellent gunnery exhibited by Admiral Dewey's squadron in the fight at Cavite was due to the fact that—in the words of Mr. Cunninghame-Graham—"most of the gunners were Englishmen decoyed from our Chinese Squadron by promises of a hundred pounds monthly."

THE WEATHER.

The local forecast may be found at the top of this page to the right of the title.

The pressure is relatively high in the East Gulf and Atlantic States, also on the North Pacific Coast; it is low in the central valleys and Rocky Mountain districts, with a decided depression central in North Dakota. The barometer has risen in New England and on the Rocky Mountain plateau; it has fallen in the lake regions and the central valleys.

The temperature is lower in New England and in Northern Rocky Mountain districts; it is higher in the lake regions and on the southern Rocky Mountain slope. Showers and thunderstorms have occurred in the lake regions, the Ohio Valley, the Middle Atlantic, and the Gulf States.

The temperature will be high to-day in New England, the Atlantic States, the central valleys, and the lake regions, with conditions favorable for showers and thunderstorms in these districts. The weather will be fair and warmer on the Rocky Mountain slope and fair and cooler on the Rocky Mountain plateau.

The record of temperature for the twenty-four hours ended at midnight, taken from THE NEW YORK TIMES's thermometer and from the thermometer of the Weather Bureau, is as follows:

	—Weather Bureau.— 1897.	1898.	TIMES. 1898.
3 A. M.	71	71	74
6 A. M.	71	70	74
9 A. M.	76	74	76
12 M.	80	80	84
4 P. M.	78	78	84
6 P. M.	74	75	80
9 P. M.	73	71	77
12 P. M.	70	70	76

THE TIMES's thermometer is 6 feet above the street level; that of the Weather Bureau is 285 feet above the street level.

Average temperatures yesterday were as follows:

Printing House Square	78¾
Weather Bureau	75
Corresponding date 1897	74
Corresponding date for last 20 years	74

The maximum temperature yesterday was [illegible] degrees at 11 A. M., the minimum temperature was 70 degrees at 4 A. M. The humidity at 8 A. M. was .48 and at 8 P. M. .73.

SEE EXCURSION COLUMN. New 15-cent [illegible] to Rockaway Beach.—Adv.

OUR FLAG FLIES OVER SANTIAGO

Hoisted on Civil Government Palace at Noon Yesterday.

A THRILLING CEREMONY

Bands Played "The Star-Spangled Banner," Cannon Saluted, Army Cheered.

GARRISON HAD MARCHED OUT.

Toral Gave Up His Sword and Troops Their Arms Between the Lines.

McKIBBIN IS GOVERNOR

City Had Been Sacked by Spaniards Before Americans Took Possession —Order Now Maintained.

SANTIAGO DE CUBA, Sunday, July 17—1 P. M.—The American flag is floating in triumph over the Governor's palace at Santiago de Cuba, and Gen. McKibbin has been appointed temporary Military Governor.

The ceremony of hoisting the Stars and Stripes was worth all the blood and treasure it cost. A vast concourse of 10,000 people witnessed the stirring and thrilling scene that will live forever in the minds of all the Americans present.

A finer stage setting for a dramatic episode it would be difficult to imagine. The palace, a picturesque old dwelling in the Moorish style of architecture, faces the Plaza de la Reina, the principal public square. Opposite rises the imposing Catholic Cathedral. On one side is a quaint, brilliantly painted building, with broad verandas, the Club of San Carlos. On the other, a building of much the same description, is the Café de la Venus.

Across the plaza was drawn up the Ninth Infantry, headed by the Sixth Cavalry Band. In the streets facing the palace stood a picked troop of the Second Cavalry, with drawn sabres, under command of Capt. Brett. Massed on the stone flagging between the band and the line of horsemen were the brigade commanders of Gen. Shafter's division, with their staffs.

Waiting for the Word.

On the tiled roof of the palace stood Capt. McKittrick, Lieut. Miley, and Lieut. Wheeler. Immediately above them upon the flagstaff were the illuminated Spanish arms and the legend "Viva Alfonso XIII."

All about, pressing against the veranda rails, crowding to windows and doors, and lining the roofs, were the people of the town, principally women and non-combatants.

As the chimes of the old cathedral rang out the hour of 12, the infantry and cavalry presented arms. Every American uncovered, and Capt. McKittrick hoisted the Stars and Stripes.

As the brilliant folds unfurled in a gentle breeze against a fleckless sky, the cavalry band broke into the strains of "The Star-Spangled Banner," making the American pulse leap and the American heart thrill with joy.

At the same instant the sound of the distant booming of Capt. Capron's battery firing a salute of twenty-one guns drifted in.

When the music ceased from all directions around our line came floating across the plaza the strains of the regimental bands playing the National anthem and the muffled, hoarse cheers of our troops.

Cheers for Gen. Shafter.

Shortly after the flag went up the infantry came to "order arms," and the band played "Rally Round the Flag, Boys." Instantly Gen. McKibbin called for three cheers for Gen. Shafter, which were given with great enthusiasm, the band playing Sousa's "The Stars and Stripes Forever."

President McKinley's congratulatory dispatch was then read to each regiment.

The ceremony over, Gen. Shafter and his staff returned to the American lines, leaving the city in the possession of the municipal authorities, subject to the control of Gen. McKibbin.

SHAFTER'S OFFICIAL REPORTS.

WASHINGTON, July 17.—The War Department posted the following bulletin at 5:15 P. M.:

"Santiago de Cuba, July 17.

"Adjutant General, U. S. A., Washington:

"I have the honor to announce that the American flag has been this instant, 12 o'clock noon, hoisted over the house of the Civil Government in the City of Santiago. An immense concourse of people present. A squadron of cavalry and a regiment of infantry presented arms and bands played National air. Light battery fired salute of twenty-one guns.

"Perfect order is being maintained by municipal government.

"Distress is very great, but little sickness in town. Scarcely any yellow fever.

"A small gunboat and about 200 seamen left by Cervera have surrendered to me.

"Obstructions are being removed from mouth of harbor.

"Upon coming into the city I discovered a perfect entanglement of defenses. Fighting as the Spaniards did the first day, it would have cost 5,000 lives to have taken it.

"Battalions of Spanish troops have been depositing arms since daylight in armory, over which I have guard.

"Gen. Toral formally surrendered the Plaza and all stores at 9 A. M.

"W. R. SHAFTER, Major General."

7,000 Rifles, 600,000 Cartridges.

At 11.05 o'clock to-night Adjt. Gen. Corbin made public the following dispatch:

"HEADQUARTERS U. S. ARMY,
"SANTIAGO, July 17.

"My ordnance officers report about 7,000 rifles turned in to-day and 600,000 cartridges.

"At the mouth of the harbor there are quite a number of fine modern guns, about 6-inch; also two batteries of mountain guns, together with a saluting battery of fifteen old bronze guns.

"Disarming and turning-in will go on to-morrow.

"List of prisoners not yet taken.

"SHAFTER, Major General Commanding."

DISARMING THE GARRISON.

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SANTIAGO DE CUBA, July 17.—Amid impressive ceremonies the Spanish troops laid down their arms between the lines of the Spanish and American forces at 9 o'clock this morning.

Gen. Shafter and the American division and brigade commanders and their staffs were escorted by a troop of cavalry, and Gen. Toral and his staff by 100 picked men. Trumpeters on both sides saluted with flourishes.

Gen. Shafter returned to Gen. Toral the latter's sword after it had been handed to the American commander.

Our troops lined up at the trenches were eye witnesses of the ceremony.

Gen. Shafter and his escort, accompanied by Gen. Toral, rode through the city, taking formal possession.

The Thirteenth and Ninth Regiments of infantry will remain in the city to enforce order and exercise municipal authority.

The Spanish forces will be camped two miles outside the city limits, under guard, until their embarkation takes place.

GUNS AND VESSELS WE GET.

SANTIAGO DE CUBA, July 17.—The armaments of the shore batteries of Santiago that have fallen into our hands consist of five brass six-inch muzzle-loaders in the Morro fortifications; two six-inch Hontorias from the cruiser Reina Mercedes, and three twenty-one centimeter mortars—never used—in the Zocapa upper battery; two useless twenty-one centimeter mortars, two eight-centimeter muzzle-loaders, and four eight-centimeter field pieces in the Estrella battery; one fifty-seven millimeter and one twenty-five millimeter Nordenfeldt, and one thirty-seven millimeter Hotchkiss in the Zocapa lower battery, and two six-inch Hontorias, two nine-centimeter Krupps, and two fifteen-centimeter mortars at Punta Gorda.

Steam launches from the New York, Brooklyn, and Vixen entered the harbor this morning and examined the batteries, the wrecks of the Merrimac, and the sunken Spanish cruiser Reina Mercedes, and the torpedo firing station. They discovered six Spanish merchant steamers and one small gunboat in the harbor, and a prize crew was placed upon the latter.

The warships may not enter the harbor for several days, probably until after the arrangements have been completed for transporting the Spanish prisoners to Spain. Nearly all the American men-of-war are now in Guantanamo Bay.

SATISFACTION IN WASHINGTON.

First News Received as the President Was Preparing for Church—Secretary Alger's Comments.

WASHINGTON, July 17.—The first message conveying the news of Santiago's formal surrender was received at the White House shortly before 11 o'clock this morning, just as the President was preparing to go to church. About 5 o'clock in the afternoon Gen. Shafter forwarded a dispatch that graphically told the story of the day, and portrayed a situation entirely satisfactory from the American point of view.

The first message did not come from Shafter, but from the vigilant signal officer, who has before shown that he was alert for vital events. It was brief, saying only that the surrender had been accomplished; that the Spanish troops marched out of the trenches, one regiment at a time, stacking arms for delivery to the American forces, and that the Spanish flag had been hauled down.

Secretary Alger and Adjt. Gen. Corbin were at the War Department at the time, and were soon apprised of the news, but as it did not come in the usual form as a report from Gen. Shafter it was not bulletined.

Secretary Alger expressed his deep gratification at the culmination of the Santiago campaign. He had fully expected the surrender to be formally carried out at 9 o'clock this morning, according to Gen. Shafter's telegram last night, yet it was a relief to know that the last chance for parley and Spanish diplomacy had passed, and that our flag was now flying over the city.

"It is a magnificent achievement," said he, "and most of all, it is a tribute to the bravery, pluck, and endurance of our American soldiers. Now that their efforts have brought final and complete success, I believe their campaign will be recorded as one of the most glorious pages of our military history. Not more than 10,000 men were engaged when the most serious fighting occurred, but they pushed forward and created a condition which has brought the surrender of 25,000 men."

Gen. Shafter's dispatch was very encouraging from a medical view in that it showed, contrary to what had been expected, that there was little sickness, and scarcely any yellow fever in Santiago, but a great deal of suffering and distress.

MADRID WITHOUT NEWS.

LONDON, July 18.—The Madrid correspondent of The Times says:

"The public here is in a painful state of uncertainty regarding Santiago. The American dispatches are contradictory, and there is almost no information from Spanish sources.

"It is suggested that the delay is due to the fact that the Cabinet communicates with Gen. Toral only through Captain General Blanco, who has large discretionary powers, but this explanation is unsatisfactory."

SANTIAGO'S PITIABLE PLIGHT.

Stores and Houses Looted—Many Buildings Wrecked by Shells—State of Texas Enters Harbor.

SANTIAGO DE CUBA, July 17.—Since 4 o'clock this morning a stream of refugees has been pouring into the city. Some are naked and all are hungry skeletons and footsore. Many had fallen by the wayside. The docks are crowded with them. Nothing to eat can be had in the city for love or money, and for hours the wretched people waited in expectation of the arrival of the Red Cross Society's steamer State of Texas, which they were told would bring relief to them.

This afternoon the torpedoes in the harbor were taken up or exploded and the State of Texas came in.

The entrance of the refugees was quiet and peaceful, they viewing their wrecked homes philosophically as the fortune of war.

The city presents a dismal sight. Most of the houses have been sacked and the stores have all been looted. Admiral Sampson's last bombardment wrecked fifty-seven houses and did other heavy damage.

In the streets this morning, at the entrenchments, at the breastworks, and at every hundred feet or so of the barbed-wire fences were the living skeletons of Spanish soldiers.

Among the arrivals to-day were the German, Japanese, and Portuguese Consuls and their families, the British and French Consuls having arrived day before yesterday.

Twenty-two thousand refugees are quartered at El Caney, 5,000 at Firmeza, and 5,000 at Cuabitas, El Boniato, and San Vicente, where they have been living for a fortnight. In one case 500 were crowded into one building, which was a regular pigsty, with a horrible stench. They used the water from the river, in which soiled clothing was washed and all manner of filth is floating.

THE FINAL NEGOTIATIONS.

Toral Spoke Bitterly of the Fate that Compelled Him to Sue for Peace—Miles Pleased with Terms.

OFF JURAGUA, July 16—7 P. M.—The formal sanction by the Madrid Government of the terms of capitulation to-day unraveled the tangled skein of demands and counter-demands between the opposing commanders which threatened yesterday to end the negotiations and compel a return to arms.

After numerous conferences had resulted in the agreement, already sanctioned by Gen. Blanco, Gen. Toral decided that the approval of the Madrid Government was necessary before he would leave the city.

Gen. Shafter maintained that no such approval was necessary; that when Gen. Toral agreed to surrender the Province of Santiago, and Gen. Blanco sanctioned it, the agreement of surrender became an accomplished fact. He insisted that Gen. Toral had either surrendered Thursday or acted in bad faith, but documentary evidence bore out the fact that Gen. Toral mentioned that he only capitulated subject to his Government's approval, and the six Commissioners, by whom the articles were signed at 2:10 o'clock yesterday afternoon, so ruled.

The whole matter was cleared up this morning, however, when Gen. Toral received the necessary sanction from Madrid.

The articles were signed yesterday afternoon, after a four hours' session of the Commissioners, who agreed that the terms of capitulation should await the sanction of the Madrid Government.

The Articles of Agreement.

The agreement consists of nine articles:

The first declares that all hostilities shall cease, pending the agreement of final capitulation.

Second—That the capitulation includes all the Spanish forces and the surrender of all war material within the prescribed limits.

Third—The transportation of the troops to Spain at the earliest possible moment, each force to be embarked at the nearest port.

Fourth—That the Spanish officers shall retain their side arms and the enlisted men their personal property.

Fifth—That after the final capitulation the Spanish forces shall assist in the removal of all obstructions to navigation in Santiago Harbor.

Sixth—That after the final capitulation the commanding officers shall furnish a complete inventory of all arms and munitions of war and a roster of all the soldiers in the district.

Seventh—That the Spanish General shall be permitted to take the military archives and records with him.

Eighth—That all guerrillas and Spanish irregulars shall be permitted to remain in Cuba if they so elect, giving a parole that they will not again take up arms against the United States unless properly released from parole.

Ninth—That the Spanish forces shall be permitted to march out with all the honors of war, depositing their arms, to be disposed of by the United States in the future, the American Commissioners to recommend to their Government that the arms of the soldiers be returned to those "who so bravely defended them."

Gen. Toral Heartbroken.

Gen. Toral, the white-haired commander of the Spanish forces, was present throughout the session, and appeared to be utterly heartbroken. He spoke bitterly of the fate which compelled him to sue for peace, but had no word to say against the gallant men who had conquered his army. He declared that he had little chance to win.

"I would not desire to see my worst enemy play with the cards I held," he said to one of the Commissioners. "Every one of my Generals was killed or wounded. I have not a single Colonel left and am surrounded by a powerful enemy. We have counted sixty-seven ships off this port.

"And, besides," he concluded, wearily, waving his hands toward the city, "I have secret troubles there"

Speaking of the battle of the 24th of June, in which the Rough Riders and a part of Gen. Young's command participated, Gen. Toral said that less than 2,000 Spanish troops were engaged, his loss being 265. He would not say how many Spaniards were killed at El Caney and before Santiago. "Heavy! Heavy!" he said, dejectedly.

In response to an inquiry, he said that transportation would be required for between 22,000 and 25,000 men, there being that much of a force in the capitulated district. He informed the officers that Santiago Harbor had been again mined since Admiral Cervera left.

Gen. Miles remained at Juragua during the completion of the agreement yesterday,

Continued on Page 2.

TO INVADE PUERTO RICO AT ONCE

Orders for the Movement of Troops Issued.

ARMY TO LAND AT PLAYA

Will Capture Ponce and Continue Overland to San Juan.

VIEQUES MAY BE TAKEN

Suggested that the Island Would Make a Good Rendezvous, Supply Base, and Coaling Station.

WASHINGTON, July 17.—The army of invasion which Gen. Brooke will lead to Puerto Rico will land on the south coast at Ponce, the second city of the island. From there the American forces will march to San Juan, on the north coast, which will be assaulted from the rear, simultaneously with the bombardment of the fortifications and shelling of the city by the fleet. This much of the plan of the second campaign against Spain has been determined.

For hours to-day Gen. Brooke poured over the map of Puerto Rico in company with Secretary Alger, Adjt. Gen. Corbin, and Col. Hecker, chief of the Transportation Bureau. The main point under discussion was the landing place and how to get the troops to it. The transport fleet is being marshaled and cleared for service, and every possible effort made to get the second expedition off without the delay that characterized the first. The outcome of these conferences was the decision that the landing will have to be made on the south side of the island, which is thirty-five miles broad and ninety-five miles long.

No Facilities on North Coast.

On the north coast the only good harbor is that of San Juan itself, which is formidably defended and likely to be able to withstand the bombardment of the fleet for a long time. The only other town on the north coast with any pretensions to a harbor is Arecibo, and there, according to the facts gathered by the Government officials, is a mere roadstead, exposed to the full force of the ocean, in which vessels cannot lie in safety during northerly winds such as prevail at this season. This rules Arecibo out as a landing place and makes it necessary to resort to the south coast.

There Playa, the port of the town of Ponce, second in importance in the province, offers the only really good landing place on the island. The port is spacious and will hold vessels of twenty-five feet draught. A fine road leads from the port to the city of Ponce, two miles away. Ponce has 15,000 inhabitants, is the residence of the military commander, has a bank, three first-class hotels, a theatre, fire department, and gas works, and is altogether a town well worth capturing in itself. Its defenses are not formidable.

Selected for the Landing.

It is here that the American transport fleet will disembark Gen. Brooke's army, under cover of the fleet's guns; then the town of Ponce will be taken, and, with Playa, made the base of supply for the march overland on San Juan, fifty miles away. Meantime the fleet will sail around to the northern side of the island, blockade the Port of San Juan, and bombard the forts in a preliminary way until the army arrives in the rear of the town. If the Spanish commander has not by that time followed the example of Toral he will hardly be able to long resist a combined attack from land and sea.

The roads in the island are said to be fairly good, and no serious difficulty is anticipated in marching the troops across from Ponce to San Juan. There is a railroad running south from San Juan to Caguas, a distance of twenty miles, which the American forces may be able to use for a part of the journey.

The Island of Vieques.

One of the propositions under discussion at to-day's conference is said to have been the seizure of the Island of Vieques, to the east of Puerto Rico and forming a part of the province. It is thirteen miles long and six miles wide and has two fairly good harbors—Isabel Segunda on the north and Punta Arenas on the south. The climate is fine and there never has been any contagious disease there.

It was suggested that it would make a good rendezvous and supply base, an excellent place for a reserve of troops, and a good coaling station for the warships and transports. The matter was not decided.

Orders for the movement of troops intended for the Puerto Rico expedition began to issue from the War Department to-day, marking the imminence of the invasion. It was Gen. Brooke's original plan to take with him to Puerto Rico the First Corps intact. He had organized, equipped, and drilled it himself, and he wanted to command it as a whole. The First includes more than 30,000 men, however, and as it is not contemplated to send more than that number to the island, and as the volunteer infantry will have to be supplemented with regulars and with cavalry and artillery, it will be impossible for all the corps to go.

Wilson's Division to Go.

That the First Division under Major Gen. Wilson will go is known. Ernst's brigade of this division is already at Charleston, where transports are waiting for it to embark, and it has received its orders for Puerto Rico. Orders were given to-day for the movement of Hains's brigade, the Second of the division, from Chattanooga, where it has been waiting impatiently for more than a week. Transports have been provided for the three regiments composing the brigade—the Third Illinois, Fourth Pennsylvania, and Fourth Ohio—and it is understood that they will embark at Charleston.

Gen. Wilson, who is at Charleston, considers it the best point of embarkation south of Newport News, and it is probable that the Third Brigade of his division, made up of the First and Third Kentucky and Fifth Illinois, will be sent to the same port to take ship.

Fourth Corps Under Orders.

Major Gen. Coppinger, commanding the Fourth Corps, has been instructed to make ready all the regulars in his command for the Puerto Rico expedition. These include a brigade of infantry, under Brig. Gen. Schwann, with the Fifth, Eleventh, and Nineteenth Regiments, and the Fifth Cavalry, eight troops from the second and four troops each from the First, Third, Sixth, and Tenth, making nearly three full regiment of cavalry.

Two light batteries of artillery and ten heavy batteries are at Tampa, and all these but two of the heavy batteries have been ordered for Puerto Rico. With the expedition also will go the remainder of the siege train which Gen. Shafter left in camp under Brig. Gen. Rogers at Ybor City. This includes 5-inch field pieces 7-inch howitzers, and a number of mortars.

Mortars are to form a special feature of the artillery equipment of the expedition, it being Gen. Brooke's determination to be prepared to shell San Juan, if he finds it necessary to threaten to do so.

Bulk of Artillery at Santiago.

It will be necessary to secure the bulk of the artillery from Santiago, only two light batteries being available in this country, and if it is found that the men manning the field guns at Santiago have been exposed to infection they will be left there and their guns brought away to be manned by artillerists of the heavy batteries.

It is expected that cavalry will be a strong element in Gen. Brooke's army. The roads in Puerto Rico are better than they are in Southern Cuba, and it is believed that effective use can be made of mounted men.

Besides the regular cavalry at Tampa, it is likely that the First Ohio Volunteer Cavalry, recently sent there, may be ordered forward, and the New York and Pennsylvania mounted squadrons at Camp Alger are hoping to be detailed, though they have received no orders.

The Spanish official register shows only ten mounted men in the Puerto Rican army.

ACTIVITY AT TAMPA.

Snyder's Division Ordered to be Ready to Move at Moment's Notice.

TAMPA, Fla., July 17.—The military situation has assumed renewed activity to-day over the receipt of orders which indicate an early movement of a large number of troops to the front.

Early this morning the First Brigade of the Second Division commanded by Gen. Schwann was ordered to hold itself in readiness to immediately move aboard the transports. This afternoon these orders were countermanded, and later came instruction for the entire Second Division, commanded by Gen. Snyder, to be prepared to move at any moment.

This division is composed of three brigades comprising three regiments each, as follows: Fifth, Eleventh, and Nineteenth regulars, Second New York, Fifth Maryland, and First District of Columbia Volunteers, One Hundred and Fifty-seventh Indiana, First Ohio, and Third Pennsylvania Volunteers.

A detachment of the Signal Corps is also on the list of those who are to sail at an early date, but their destination has not been announced.

The District of Columbia regiment will probably not rejoin its brigade, as it has already gone to Cuba.

MAY GO TO PUERTO RICO.

Gen. Keifer's Regiments at Miami Expect to Join the Expedition.

MIAMI, Fla., July 17.—It is understood that Gen. Keifer has been asked how soon he can place his command in condition to go to the front. If true, this would indicate that the six regiments here are to be detached from the Seventh Army Corps to one of the commands under Gen. Miles to accompany him on his expedition of invasion of Puerto Rico. The troops are being equipped as rapidly as possible and are now in good condition to undertake a campaign.

It is further reported that officers of the Texas regiments in camp here have received word that the Galveston regiment of immunes has been ordered here and will arrive on or before July 20.

An Explosion in Puerto Rico.

MADRID, July 17.—An official dispatch from Puerto Rico says 150 cases of ammunition exploded there, killing fourteen persons and wounding many others.

SUNDAY AT CAMP THOMAS.

Troops Getting in Readiness to Respond to Orders to the Front.

CHICKAMAUGA PARK, July 17.—This was a quiet, beautiful Sunday at Camp Thomas. About the only work in progress was that of supplying the regiments of the First Corps with clothing and ordnance stores. In addition to the large quantity of ordnance stores handed out for distribution yesterday two carloads of ammunition—a total of 900,000 rounds—and more than 100 boxes of general ordnance stores arrived to-day, and were handed out for distribution in the First Corps.

Col. Rockwell also forwarded to Charleston a quantity of ordnance stores for the First Brigade, First Division, First Corps, which recently left here under command of Brig. Gen. Ernest as a part of Major Gen. Wilson's expeditionary force.

Major Gen. Brooke is expected to return from Washington within two or three days. Until he comes nothing in the nature of an order to move is expected. The troops, however, will continue to hold themselves in readiness. It was announced by an officer of the First Illinois Cavalry this afternoon that the regiment had been ordered to be prepared to break camp Tuesday.

The reports from the various hospitals yesterday and to-day were of a hopeful nature. The fever cases are confined in the main to a few regiments, a majority of the commands being entirely free from fever of any kind. The hospitals are well kept, and are made as cheerful and inviting as the circumstances will admit.

CAMP ALGER SOLDIER MISSING.

Fears that a Pennsylvania Private Has Met With Foul Play.

WASHINGTON, July 17.—To-day has been a quiet one at Camp Alger. Interest is centred in the whereabouts of Private Jessup Kirkendall, Company B, Thirteenth Pennsylvania, who disappeared the latter part of the week.

It is said that when Kirkendall was last seen he had over $700 with him, and searches have been made in the vicinity of the camp, and, as no trace has been found of him, fears of foul play are entertained by his comrades. It is stated he recently drew on his bank for $1,000.

The Delagoa Bay Arbitration.

LONDON, July 18.—The Times declares this morning that there is no foundation for the reports that a decision is imminent in the Delagoa Bay arbitration, with an award of £2,500. It says the case will not be settled for at least three months.

SPAIN SEEKING AN "HONORABLE" PEACE

Hopes to Get Off with Simply Giving Up Cuba.

KNOWS THAT ISLAND IS LOST

Strong Feeling Against Yielding More Territory.

Public Opinion Favors Continuing the War if We Show a Disposition Toward "Ruthless Conquest and Annexation."

MADRID, July 17.—A member of the Cabinet in an interview to-day said the Government was seeking an honorable peace with the United States.

El Imparcial says that a member of the Ministry declares that negotiations for peace with the United States are only possible so far as the question of Cuba is concerned. To demand more would be to say that Spain must commit suicide.

LONDON, July 18.—The Madrid correspondent of The Times says:

"It is impossible, owing to their reserve, to say what Ministers here regard as reasonable conditions of peace, but I observe among their private friends an idea worth mentioning.

"In any peace negotiations, say these, the point of departure ought to be the publicly avowed object of the war on the part of the United States, namely, the emancipation of Cuba from Spanish rule."

"If President McKinley restricts himself to that object, there will be no serious difficulty in coming to an agreement, because Spanish public opinion, official and unofficial, has come to recognize that Spanish rule in Cuba cannot be re-established.

"If, on the other hand, a war undertaken for the specific purposes of liberating Cuba develops into a war of ruthless conquest and annexation, the Spanish Government and people will defend themselves to the utmost. This seems to me at the present moment the dominant note of public opinion."

Alleged Obstacles to Peace.

LONDON, July 18.—The Madrid correspondent of The Standard says:

"The prospects of peace could be much promoted if the United States were to control properly the impatience and ambition of both the Cuban and Philippine insurgents."

WEYLER SEES THE QUEEN.

LONDON, July 18.—The Madrid correspondent of The Standard says: "Gen. Weyler had an audience of an hour with the Queen Regent to-day. He expressed himself as very grateful for her Majesty's gracious welcome, but he assured her that recent events had not modified his opinion as to Cuban affairs."

The Daily Chronicle this morning says it believes the conference between the Queen Regent and Gen. Weyler means that Her Majesty is trying by her personal influence to dissuade the "hyena" from violently adopting the Carlist cause and taking his military adherents with him.

A dispatch to The Daily Chronicle from Brussels says that the Spanish Pretender, Don Carlos, is still there.

SPANISH CENSOR AT WORK.

LONDON, July 18.—A special dispatch from Madrid says the appearance there Friday night of several newspapers with blank columns representing portions of news suppressed by the censor caused a sensation.

The following day Lieut. Gen. Chinchilla, Military Governor of the city, had interviews with leading editors and managers and discussed the situation. He expressed a desire to apply the new regulations with the least possible rigor, but the result is that a bitter feeling prevails, and, as one effect of the censorship, the papers insinuate they know more than they dare assert.

El Nacional suggests that the entire press cease to appear until the censorship is abolished.

El Liberal significantly reminds the Government that the last time the newspapers appeared with blank spaces was the eve of the September revolution, when the revolutionists were headed by Señor Sagasta, "Queen Isabella's implacable enemy."

BREAD RIOT IN HUELVA.

LONDON, July 18.—The Madrid correspondent of The Daily Telegraph, telegraphing Sunday, says:

"Riots have broken out at Huelva, capital of the Province of Huelva, in Andalusia.

"The inhabitants marched to the municipal buildings, shouting for cheap bread.

"Rioters to the number of 4,000 sacked many private houses.

"They were finally dispersed by the military, and energetic measures will be taken to prevent a renewal of the disturbances."

The rise in the price of necessaries is causing effervescence at Tarragona, Valencia, Seville, and elsewhere.

GIBRALTAR STORY OF BLANCO.

LONDON, July 18.—The Gibraltar correspondent of The Daily News says:

"A private letter from Havana asserts that a compact has been concluded between Gen. Maximo Gomez and Capt. Gen. Blanco. The letter says that Blanco, after peace has been arranged, will be elected President of Cuba just as Dom Pedro was elected Viceroy of Brazil."

ENGLAND AND GIBRALTAR.

LONDON, July 18.—A special dispatch from Madrid says there is much ill-feeling at England's supposed territorial designs on Gibraltar.

With reference to this matter The Chronicle says: "Spain's anxiety as to Gibraltar is quite groundless, but if she insists on planting batteries to threaten our harbor and coaling station we shall be obliged to stop it."

Report of the Bank of Spain.

MADRID, July 17.—The Bank of Spain's report for the week ending yesterday shows the following changes: Gold in hand, increase, 2,540,000 pesetas; silver in hand, increase, 7,386,000 pesetas; notes in circulation, increase, 11,914,000 pesetas.

Spaniards Returning Home.

LONDON, July 18.—The Madrid correspondent of The Telegraph says:

"Señor Emilio Castelar, the Republican leader, who is now in Southern Spain, where he has gone to spend the Summer, is about to return to Madrid. Gen. Polavieja is also returning from a French watering place."

Camara's Home Run.

LONDON, July 18.—The Madrid correspondent of The Standard says:

"Admiral Camara's squadron and his transports have safely reached Spanish Mediterranean ports on their return from Port Said."

A special dispatch from Madrid says: "Some papers publish distressing accounts of the condition of Admiral Camara's squadron. The battleship Pelayo and the armored cruiser Emperador Carlos V. are in good condition, but the others are mere show vessels."

OUR SHIPS NEED REPAIRS.

Officers Think Watson's Squadron Should Be Cleaned Before Starting.

OFF SANTIAGO DE CUBA, July 16.—If the President intends sending a fleet to Spain the opinion of naval officers here is that several of the ships should be docked and repaired before going. It is no treason to say that one of the battleships has been in the water sixteen months and that other ships are corroded by the southern waters and have been cruising and in frequent action without the rest that modern men-of-war require even in times of peace.

As one distinguished naval officer said: "If the thing is worth doing, it is worth doing well. Without the few ships that need docking the squadron would not be greatly impaired. To clean them would only take a short time. If hurried off to Spain—although, of course, I don't know if that is intended—they may break down, embarrass the whole fleet, and greatly reduce the speed of the ships which are in good condition.

"To my mind, the time spent in getting the fleet into proper shape for such an important undertaking would be doubly repaid by the results."

TRADE OF PUERTO RICO.

Statistics of Its Imports and Exports Presented by the Agricultural Department.

WASHINGTON, July 17.—In view of the present war plans, a comprehensive statistical report of the trade of Puerto Rico, just prepared upon the direction of Frank H. Hitchcock, Chief of the Foreign Markets Section of the Agricultural Department, and approved by Secretary Wilson, is of unusual interest. It shows for the first time the figures of the commerce for the year 1896 of Spain's easternmost West India island.

During the calendar year 1896 the foreign trade of Puerto Rico, according to the official returns, attained a total value of $36,624,120, exceeding all previous records and being a gain in the year of more than $15,000,000. In 1892-6 the total imports and exports had an annual value of $33,870,535, as against $24,961,217 in 1887-91.

Imports into Puerto Rico generally have somewhat exceeded exports, but in 1896, for the first time in over a decade, the value of the merchandise shipped to foreign markets was slightly greater than that of the imports. The exports for 1896 had a value of $18,341,430, decidedly the largest on record, while the imports for the same year, $18,282,690, were surpassed only in 1894, when the foreign goods received amounted to $19,086,336.

The foreign trade of Puerto Rico is conducted chiefly with Spain, the United States, Cuba, Germany, the United Kingdom, and France, naving an average annual value of $9,888,074, which was 28.80 per cent. of the total valuation placed upon the island's commerce. The United States ranked second, the value of the goods exchanged averaging $6,845,252 a year, or 19.94 per cent. of the total. Cuba's trade with Puerto Rico amounted to 13.41 per cent. of the total, having an average yearly value of $4,606,220.

During 1896, the latest year covered by the Puerto Rican statistics, which Mr. Hitchcock succeeded in obtaining in advance indirectly from the colonial administration of the island, there were, besides the six countries cited, nine other countries with which the island had a trade exceeding $100,000. They follow: British possessions, other than East Indies, $2,089,749; Italy, $1,047,843; British East Indies, $886,339; Austria-Hungary, $553,783; Belgium, $297,701; Argentina, $251,844; Uruguay, $223,793; Netherlands, $170,586, and Denmark, $137,215.

Spain's trade with Puerto Rico, according to Spanish returns, increased in value from $4,929,779 in 1887 to $12,644,955 in 1896. The chief gain was made in exports from Spain to the island, the value for 1896 amounting to $7,268,498, against only $2,411,216 for 1887. During the same years imports from Puerto Rico advanced from $2,518,565 to $5,376,457.

The island's exports consist almost entirely of agricultural products. Of imports, manufactured articles do not greatly exceed the agricultural. Agricultural imports valued at $7,171,852 in 1895 were made up chiefly of rice, wheat flour, and hog products. Non-agricultural imports were valued at $9,664,101, the chief goods being cotton fabrics, whose imports reached $2,070,667 in 1895. Fish, wood, leather, and tobacco also were extensively imported. Most of the rice imported is supplied by the British West Indies, Germany, and Spain.

Coffee and sugar, the leading products of the island, are the important factors in Puerto Rico's export trade, comprising in value fully 85 per cent. of all the merchandise sent to foreign markets. The quantity of coffee shipped in 1895 was 40,243,695 pounds, and its value $9,159,985, while of Puerto Rican sugar 132,147,277 pounds, with a value of $3,905,741, were marketed abroad. In addition to the sugar $539,571 worth of molasses was shipped. Of leaf tobacco, 8,665,051 pounds, worth $673,787, were shipped in 1895. Cattle shipments for 1895 numbered 3,674 head, valued at $141,816.

Other agricultural products exported quite extensively are maize, hides, fruits, nuts, and distilled spirits.

Coffee shipments increased notably during the decade, 1896 reports being the largest of the ten years treated by Mr. Hitchcock—58,780,000 pounds, value $13,379,000. The average annual shipment for 1892-6 was $10,872,000, against $4,945,000 in 1887-91. On the other hand, sugar, molasses, and tobacco showed marked declines.

The coffee exported goes most extensively to Spain and Cuba, these two getting over half. Most of the sugar and molasses is destined for the United States, with Spain a second customer. Spain and Cuba receive most of the tobacco, the trade with the United States not being large.

Spain's imports of coffee from Puerto Rico steadily rose during the decade, 13,376,170 pounds, valued at $3,278,731, in 1896, being a record breaker. Sugar exports to Spain increased less rapidly, and, though the size of imports increased, their value, owing to a decline of prices, actually declined.

Spain's non-agricultural imports from Puerto Rico are principally bags and sacks, guano, and tobacco manufactures. Of her exports, cotton fabrics constituted about 30 per cent. of all merchandise shipped in 1892-6. Leather, soap, sandals, hats and caps, paper and its manufactures, and candles came next in manufactured products, while agricultural exports comprised rice, olive oil, wines, pulse, and canned goods.

Death of Lieut. U. S. Kemp.

Ulysses S. Kemp, of the Seventh Cavalry, who a short time ago was thrown from his horse, striking on his head, has died from his injuries. Lieut. Kemp was a native of Ohio and graduated from the Military Academy in June, 1885.

CASTORIA.
Bears the Signature of Chas. H. Fletcher
The Kind You Have Always Bought

GENERAL ALGER PRAISED

To the Secretary's Alleged "Executive Ability" Many Friends Attribute Santiago Victory.

PRIVATE LETTERS PUBLISHED

Interesting Disclosure that Capt. Alger, Son of the Secretary of War, Had a Private English Cook at the Front.

WASHINGTON, July 17.—Prominence is given by the local newspapers to a statement that Secretary Alger has been receiving a number of congratulatory letters and telegrams called forth by the capture of Santiago. One of these, it is stated, is from a man who filled one of the leading commands in the Federal Army during the war of the rebellion, and who has since never lost interest in, or failed to keep in touch with, military affairs. This officer is quoted as saying to the Secretary of War:

"You have shown the world what American staff departments under a head of great executive ability can create in an emergency. It is difficult to create an army, equip it and move it, and it requires a peculiar kind of ability. You know, in European armies when they have undertaken to create as well as move, they have failed. They have required years of preparation, so that when they had war all the staff had to do was to move the army, a very easy matter."

Competent observers here who believe that the victory at Santiago was won in spite of, and not because of, the staff department, regret that the identity of Secretary Alger's eulogist is not revealed. No uncertainty, however, exists as to who is responsible for the publication of this testimonial to the "great executive ability of the head of the War Department." It was contained in a private letter, the contents of which could only have reached the newspapers by the consent, if not the active agency, of the Secretary himself.

In the light of that fact the statement is accepted as of interest and value as representing the Secretary's own estimate of the ability with which the Volunteer Army has been brought into being, armed, equipped, and transported. Being a modest man it is not presumed that Secretary Alger would have given the flattering letter of his friend to the public had he not regarded the praise as deserved.

In addition to this lifting of the curtain on the private complimentary correspondence of the Secretary of War the local press contributes the interesting information that Capt. Fred Alger, son of the Secretary, who has already been commended by the War Department authorities for his heroic action in seizing a rifle and going ashore at Daiquiri along with 20,000 other men, has or had a private cook.

It appears that a few days ago a rumor got abroad that a case of yellow fever had been sent to a hospital here from the residence of the Secretary of War. A reporter for The Evening Star who set out to investigate the report found that a young man of the name of Walter Ward, a servant, had been sent to Garfield Hospital from Secretary Alger's house, and that he was suffering from fever. To the reporter the physician in charge said: "Ward is a bright young fellow, an Englishman, and is only eighteen years old. He is as delicate as a woman, and when he came in yesterday morning he wore a helmet, and it looked as if it almost buried him. He was the cook to Capt. Fred Alger, son of Gen. Alger, the Secretary of War, and two weeks ago, at Siboney, he went in bathing, and it made him sick. Capt. Alger concluded Ward had better return to the States, as he was so delicate, anyhow, and he did so. He reached Tampa last week, and came to Washington a couple of days ago, Gen. Alger taking care of him at his own house. Yesterday morning Gen. Alger sent him here so he could get treatment. There is no need for any alarm about the character of his sickness."

It is presumed that Capt. Alger's private cook was paid out of that young hero's father's purse, as the salary of an Assistant Adjutant and Captain would hardly, it is thought, justify such a luxury. So far young Capt. Alger is the only officer of the Volunteer Army who is known to have taken his cook to the war with him. This cook evidently was not one of those contemplated in the act recently passed by Congress, since that law provided for only one cook to a whole company of ordinary officers and men. The question now agitating military circles is what Assistant Adjt. Gen. Alger is going to do without his private English cook.

A RICH WOMAN'S ODD ANTICS.

She Lifts a Colored Baby from the Pavement and Kisses It.

In trying to get off a cable car at Broadway and Thirtieth Street last night, Mrs. Ella Douglas, forty-five years old, a colored woman, of 225 West Thirtieth Street, and carrying a twelve-months-old baby, fell, striking her head on the pavement, and inflicting a deep gash. Her baby escaped without injury.

Just as the accident happened a coach drove up, and to avoid running over the woman and child, the driver reined his horses with such force as to make them rear in the air. A handsome young woman richly dressed looked out of the window, and, seeing the injured woman, opened the door and jumped out. She ran to where the mother was lying, and, picking up the little negro baby in her arms, she hugged it and kissed it hysterically.

She then ordered her coachman to drive quickly to 130 West Twenty-sixth Street and bring Dr. W. C. Gilday. Meantime, the police drove back the crowd and called an ambulance. Dr. Gilday and the ambulance surgeon arrived almost simultaneously, and the two found that the woman was not seriously hurt.

The Douglas woman asked what had become of her baby. Then it was discovered that the strange woman in her excitement had walked off with the dusky little one. Two policemen made inquiry and found that the baby had just been treated to a glass of soda in a near-by drug store, and that the woman had then walked excitedly toward Fifth Avenue. The policemen overtook the woman at Fifth Avenue and Thirtieth Street. She still clung affectionately to the little one, and showered kisses and embraces upon it.

She at once surrendered the baby to the police and went with them to her carriage. Entering it she drove rapidly away. She did not give her name. Dr. Gilday, the only person about that might know her, declined to say whether he knew the woman or not.

Mrs. Douglas, the injured woman, was all right when her baby was given into her arms, and was able to go home in a cab.

IN MEMORY OF DR. AZEL ROE.

Tablet Presented to the First Presbyterian Church of Woodbridge.

WOODBRIDGE, N. J., July 17.—The First Presbyterian Church this week received a handsome bronze tablet from descendants of the Rev. Dr. Azel Roe, who was pastor of the Presbyterian Church here for fifty-two years, from 1763 until the time of his death. The descendants are Mrs. Leeds, Mrs. Dr. Roderic Terry, whose husband prepared the inscription, and the Misses Munro, all of New York City. The tablet was inscribed as follows:

> REV. AZEL ROE, D. D.
> Born Feb. 29, 1738. Died Dec. 2, 1815.
> Minister of the church for fifty-two years, from 1763 until his death.
> A devoted pastor and forcible preacher; master of Princeton College for twenty years; Moderator of the General Assembly in 1802. An ardent patriot, so outspoken and fearless during the Revolution that after repeated attempts he was captured by the British and imprisoned in the Sugar House in New York City.
> This tablet was erected by the descendants in 1898.

The tablet will be accepted next Sunday in behalf of the church by the Rev. Dr. McNulty, pastor of the church.

It is expected that the New York donors will attend the services in a body, coming by train. An elaborate programme is being arranged.

OUR FLAG FLIES OVER SANTIAGO

Continued from Page 1.

and a copy of the articles was sent him by Gen. Shafter this morning.

"It is splendid," he said, when asked whether he was satisfied with the result. "We have everything that we came after. The terms are just as good as an unconditional surrender. The Spanish troops would eventually have to be sent to Spain; by sending them at once we feed and keep them for only a month or so, instead of perhaps a year. It would be hard work to keep them in Cuba, where, it must be remembered, they would be a constant agency for the spread of yellow fever.

"In Spain they will have no chance to break their oaths or to fight against us. They will never get back to Cuba. That's certain.

"Our troops fought splendidly, nobly. The entire campaign was a complete success."

Gen. Miles went to Guantanamo to-day, and it is reported that he will remain there until the Washington Government definitely decides about the Puerto Rico campaign.

A large number of troopships are lying off here, and it is generally believed that a large part of Gen. Shafter's army will be moved soon.

Hard Luck of Newly Arrived Men.

The volunteer regiments which have reached here since the fighting ceased are standing the climate remarkably well. The men seem greatly disappointed because they arrived too late to share in the battles, but they are seeing plenty of the real hardships of campaigning.

The daily downpour of rain last week rendered the camp very uncomfortable. The rifle pits and tents and the grounds are soaked with water, and the miserable yellow clay of the Cuban coast makes marching almost an impossibility.

The narrow trail from Juragua to the front is cut to pieces by a constant stream of wagons, and it takes hours for a supply wagon, drawn by four starving, exhausted horses, to make the twelve-mile trip.

The troops look to be in good condition by daylight, but when the swift, tropical nights come down, damp and cloudy, with the men shivering miserably about the sputtering campfires or searching for dry places for their blankets, the great mass of troops seems little like a victorious army. The men do not complain, but accept the rain-soaked hardtack and wet shelter tents with cheerfulness.

The refugees who have been quartered at El Caney were ordered back into the city to-day, and, as most of them are without food, the Red Cross Society's aid is considered very important.

SANTIAGO'S NEW GOVERNOR.

Gen. McKibbin Entered the Army as Private and Has Often Been Promoted for Gallantry.

WASHINGTON, July 17.—Gen. Chambers McKibbin, who has been appointed temporary Military Governor of Santiago, is a member of an old and well-known Pennsylvania family. He was born in Chambersburg, not far from the famous Gettysburg battlefield. Early in the civil war he enlisted as a private in the regular army, and almost immediately afterward was appointed Second Lieutenant in the Fourteenth Infantry.

His first promotion was given him on the 10th of June, 1864, when he was made a First Lieutenant. On Aug. 18 of the same year he was given a brevet commission as Captain for gallant services in the battle of North Anna River, Virginia, and during the operations on the Weldon Railroad.

At the conclusion of the war McKibbin chose to remain in the army, and on the 5th of January, 1867, he was promoted to be a Captain in the Thirty-fifth Infantry. On the 25th of April, 1892, he became Major of the Twenty-fifth Infantry, and on May 1, 1896, Lieutenant Colonel of the Twenty-first Infantry. It was as such that he went to Cuba. During the battle of Santiago his services were of so distinguished a character as to win for him special mention in Gen. Shafter's official reports. He was among the officers recommended for promotion, and was last week named by the President as a Brigadier General of Volunteers. That the Administration and Gens. Miles and Shafter repose great confidence in him is indicated by his appointment as temporary Military Governor of the city.

The Man Who Raised the Flag.

WASHINGTON, July 17.—Capt. William McKettrick, who had the honor to raise the Stars and Stripes over the palace in Santiago, is an aide de camp on the staff of Gen. Shafter. On the 12th of May he was appointed by the President to be an Assistant Adjutant General with the rank of Captain, and was assigned soon afterward to the Fifth Army Corps, now under Shafter's command in Cuba. He is a resident of California.

PROBLEMS OF GOVERNMENT.

Local Officials May Be Allowed to Continue Their Functions in Distant Districts—Cubans Distrusted.

WASHINGTON, July 17.—Concerning the government of the territory surrendered to Gen. Shafter by the Spanish commander at Santiago, there is some speculation here as to who will exercise actual jurisdiction over that part not actually occupied by American troops.

The surrender of the Fourth Army Corps withdraws the Spanish garrison from a section of country covering several thousand square miles, and including a number of small towns, in addition to three or four garrisoned points. Many of these are inaccessible except by mountain trails. None of them is of importance. It is not contemplated to garrison any of them with American troops at this time, and according to present plans it does not appear that an American garrison will be left anywhere but in Santiago itself.

Large Sections Without Government.

This will, it is pointed out, leave large sections of the surrendered territory without any Government, though nominally in our hands. Spain's sovereignty will have ceased, Spanish troops will have been withdrawn, the regulars will have been sent to Spain, and the volunteers and guerrillas disarmed and paroled. This is the section in which the insurgents have always been strongest. With the Spanish garrison taken from the interior, the insurgents will be left as the only armed force there.

The question that is being asked here is whether they will respect the surrender of the Spaniards to the American commander and observe the technical American occupation of the territory, or whether they will proceed to attack the disarmed enemy and set up jurisdiction over those portions of the interior where our possession will not be actual.

In so far as Gen. Shafter, as commander of the conquering army, exercises jurisdiction over the conquered district, it will be his policy, it is assumed, to allow the local officials to continue to discharge their functions so long as they do not interfere with American interests. This is what he is doing in Santiago, it appears, and it is in accordance with all the precedents.

Trouble With Cubans Feared.

There are already rumors, however, of discontent among Shafter's Cuban allies with that mode of procedure, and it is feared in certain quarters here that this discontent may take an active and objectionable form in some of the smaller towns of the interior, where the opportunity may tempt the insurgents to undertake to punish their late rulers, now disarmed.

Authorities on military affairs regard as objectionable the use of the term "Military Governor," as applied to Gen. Shafter's position at Santiago. They say that there is no such office as that of Military Governor, and that the title has no place in our system. Gen. Shafter, it is pointed out, is not, nor will he be, appointed Military Governor. As Commander in Chief of the American forces there, he will govern. He will assume no new rank or title, however, and all his authority will proceed from his military position.

ON THE FLEET OFF SANTIAGO.

Men Impatient to Enter Harbor—Preparations for Future Work—The Marines at Guantanamo.

WITH THE AMERICAN FLEET, OFF SANTIAGO DE CUBA, July 16—6 P. M.—The news that the surrender of Santiago was an accomplished fact was wig-wagged this morning from the army signal station at Aguadores to the flagship New York.

Acting on Gen. Shafter's message of Thursday, which stated absolutely that Santiago had already surrendered, Rear Admiral Sampson abandoned all preparations for entering Santiago Harbor and for a further bombardment. When Gen. Shafter said yesterday that a hitch had occurred and the city might have to be taken by force of arms, it was believed that the navy's work would have to be continued and the harbor forced and the arrangements already in progress for the future campaign would be seriously interfered with. The removal of this contingency, therefore, rendered this morning's news of final victory doubly welcome. Rear Admiral Sampson expressed himself as delighted with the successful termination of the campaign.

As far as the navy is concerned, its work off Santiago has been done well, and the unbroken blockade kept by the fleet and the consequent hunger and distress among the Spanish troops had much to do with their surrender. These are the negative causes that contributed to the victory.

Throughout the campaign before Santiago, owing to poor facilities of communication and utter inability to see from the ships what was going on ashore behind the hills, there has been some lack of co-operation between the army and navy.

Twice Prepared to Force Entrance.

It is now known that twice since Sampson's pennant has flown outside Morro Castle an expedition to blow up the mines in Santiago Harbor has almost been ready to add another chapter to the annals of American naval heroism. The first time this was frustrated by Admiral Cervera's dash and the second by the truce which Gen. Shafter arranged with Gen. Linares.

Admiral Sampson has declined to send an officer ashore to see that the Spaniards live up to their promise to remove all the mines from the harbor. He has, however, promised Miss Clara Barton of the Red Cross Society that the Red Cross ship State of Texas shall be the first vessel to enter the harbor after he is satisfied that the mines have been removed.

Scarcely a warship now remains off Santiago Harbor entrance, almost the entire fleet holding positions directly opposite the deserted fort at Aguadores. This afternoon the New York, flying the blue flag of the Admiral, lay anchored with her bow almost on Aguadores beach, while clustered about her were the other ships of the great squadron, the Brooklyn lying a little further out to sea.

The rifle pits which crown the bluff were deserted, the Spanish soldiers lounging unconcernedly on the beach under the guns of the fleet and within hail of the men on the New York. The men of the navy are impatient to get into Santiago Harbor, but it is not known yet when the entrance will be made.

Miles and Sampson Confer.

This forenoon Gen. Miles and his staff went aboard the New York. For an hour Gen. Miles sat upon the quarterdeck of the flagship, explaining the situation ashore to Admiral Sampson and discussing details for the future co-operation of the navy and army.

The blockade of Southern Cuban ports will be kept up more strictly than ever. Santiago will have only a small force for an emergency, as no blockade will exist there. The armored ships are coaling at Guantanamo, preparing for more serious work.

Until the Spanish troops are on the transports the marines will keep the camp at Guantanamo, where they have done such excellent work, and which has proved such an invaluable harbor and base.

For the force employed and the lives lost it is doubtful whether, in the history of all wars, so much benefit has been derived as from the work done by this handful of marines, backed up by the ships, at Guantanamo. Admiral Sampson is inclined to believe now that it would be advisable for Guantanamo to be made an open port.

Generosity of Our Tars.

The openhanded generosity of the American seamen was shown to-day when a subscription was opened on Commodore Schley's flagship, the Brooklyn, for the benefit of the young wife of George Henry Ellis, the only man killed on the American side during the battle with Admiral Cervera's fleet. The men eagerly offered their money, many whose salaries are but $17 or $18 a month giving $20 and $25.

The subscription soon amounted to $907, and then one seaman who had a silver coin taken from one of the Spanish vessels offered it for sale for the benefit of the fund, and it was bid in by another seaman for $25. Lieut. Commander Mason offered a five-peseta piece from the Infanta Maria Teresa, and its auction brought $60 more. The fund to-night amounts to over $1,000.

BIDS FOR TRANSPORTATION.

Col. Hecker's Circular Calls for Accommodations for 1,000 Spanish Officers and 24,000 Soldiers.

WASHINGTON, July 17.—During the day the Secretary of War indorsed the plan of Col. Hecker for the transportation of the Spanish forces at Santiago back to Spain, approving a circular Col. Hecker had prepared calling for bids for transporting the Spaniards home. It provides for an aggregate of 1,000 Spanish officers, with first-class cabin accommodations and 24,000 soldiers with third-class steerage passage.

The circular says that the Spanish forces will be delivered on board at Santiago for transportation to Cadiz, Spain, or such other port as may be designated. It is provided that the accommodations are to be up to the standard required by the United States Army regulations, as to officers and men, in regard to galleys, ventilation, &c.

The subsistence furnished is to be equal to the prescribed United States Army ration, which is set forth in detail as a guide to bidders as to what they must furnish.

IN FRONT OF SANTIAGO, July 17.—The work of loading the Spanish prisoners on transports preparatory to sending them back to Spain will be commenced as soon as ships are provided.

The authorities at Washington have been urged to use haste in this matter.

ARMY MUTUAL AID SOCIETY.

Families of the Members Killed in Battle Are Being Paid.

WASHINGTON, July 17.—Of the regular army officers who have lost their lives in the Spanish-American war up to date fourteen were members of the Army Mutual Aid Association, in virtue of which their families will receive $800 each. The Army Mutual Aid is an organization of whose existence not many people are aware, but whose beneficence is being effectively displayed just now in the prompt payment of death benefits to the wives and families of its members slain in battle.

The association was organized in 1879, and has at the present time 1,200 members. Membership in it is limited to commissioned officers of the regular army. The assessments are levied on the assumption that the annual mortality will be twenty per thousand, or 2 per cent. of the membership, and they are based on a scale of ratios in which those twenty-five years of age and under are graded as 100, and those sixty-four years old and over 487. An emergency reserve not to exceed $25,000 for each group of 100 members is carried, and by the aid of this the association hopes to go through the war without an increase of assessments. It has paid already the death claims of fourteen members, and it has in its treasury funds enough to meet eighty-six more such claims. Major R. F. Rittenhouse of this city is the Secretary of the association.

CERVERA RETURNS THANKS.

The Admiral Attends Services at St. Mary's Roman Catholic Church at Annapolis.

ANNAPOLIS, Md., July 17.—Maryland's ancient capital was crowded to-day with curiosity seekers, who came from Baltimore, Washington, and elsewhere by rail and by water in the hope of getting a peep at Admiral Cervera and the men who fought and lost in the great naval battle off Santiago. Those who reached here early in the morning were rewarded for their trouble, as nearly all the prisoners, including the Admiral, attended divine service at St. Mary's Roman Catholic Church, where they offered up thanks for their deliverance from the fate that overtook so many of their less fortunate comrades who fell before the relentless fire of the American guns on July 3.

The church, which is the only one of the Roman Catholic denomination in Annapolis, is one of the landmarks of the city, and embraces in its membership some of the most prominent and aristocratic of Annapolis people. It is conducted by the Redemptorist Brothers, is a handsome structure, and is thought to possess one of the handsomest interiors of any religious edifice in the State. This morning's services were conducted by Brother John, one of the most prominent of the order of Redemptorists, in the presence of a congregation which taxed the capacity of the edifice to its utmost.

Probably no service held within its walls for many years possessed so great an interest or made a more profound impression upon those who attended it. At the close of the services the officers returned to the Naval Academy and spent the balance of the day in strolling about the grounds or lounging on the broad piazzas which surround most of the buildings in which the prisoners are quartered. The prisoners are rapidly becoming accustomed to their surroundings, and seem cheerful and contented. Ample provision has been made for their comfort, their food is plentiful and of the best quality, and clothes will be provided for such as will accept.

Capt. Eulate of the Vizcaya is the only one of the officers who has thus far refused to sign the parole pledge. His reasons for it are that Admiral Cervera was only required to give a verbal promise, and that his (Eulate's) rank entitles him to the same privilege. The authorities here have no doubt that the matter will be amicably arranged, and that the scruples of the gallant officer may be overcome.

Capt. Eulate, through an interpreter, said that the treatment which the Spanish officers had received might not be without effect in enabling Spain to come to a better understanding as to the nature and quality of American naval officers.

Admiral Cervera has positively declined to grant any newspaper interviews. He has written a note, stating that while he appreciates the honor of being asked his views, still he must decline to give them.

To Mr. de Barril, a Spanish-American citizen, he said to-day, that he could not meet the gentlemen of the press in their representative capacity. What has been done is history, he said, and now he is under rules of restraint and cannot speak. He expressed himself as appreciative of the courtesies shown him.

Some of the Spanish officers thought they could mail their letters without censorship, and a number were dropped into the city boxes to-day. They were returned to the academy authorities for inspection.

The St. Louis, which conveyed the Spanish officers from Portsmouth to this city, has sailed for League Island Navy Yard.

HOBSON INSPECTS THE WRECK.

OFF SANTIAGO DE CUBA, July 16.—Lieut. Hobson last night went to Rio Tarquino to again inspect the Cristobal Colon. The Merritt Wrecking Company reports that it is impossible to float her. Naval officers are inclined to believe that there is a chance of saving this splendid ship, and no effort should be spared to do so. Lieut. Hobson, in his capacity of an expert on naval construction, may be able to suggest some plan by which the Cristobal Colon may be added to the American Navy.

ILLNESS OF CHAPLAIN JONES.

Chaplain Jones of the Texas is still in the hospital at the navy yard, and is being dieted on toast and tea. He has lost much in weight, but is just as ready to talk and joke as he ever was. His malady, he believes, and his physician tells him, has been caused by the continued high temperature on board the steel battleship, and was aggravated by the concussion caused by the bursting of a Spanish shell near him.

"I was just looking out on the port side," said the genial Chaplain, "as I thought that the scrap was over. But it was not, and the next moment I imagined that a shell had exploded right over me, so loud was the noise and so strong was the concussion. I didn't get a scratch, but I was knocked down, and a short time after began bleeding at the mouth. They supposed that I had ruptured a blood vessel, and I was sent up here for treatment, but the doctor says the trouble was caused by my stomach being out of order, and now it seems that his diagnosis is correct, for my stomach does trouble me."

In regard to the published reports that he had said after the naval battle that the officers of the Texas were so impressed by the bravery of Cervera and his subordinates that a subscription paper was prepared with the view of raising funds to buy a silver service and present it to the Admiral, Chaplain Jones said that the matter was first suggested by Lieut. Bristol. This was proposed on the impulse of the moment, when all thought that Admiral Cervera had come out to give battle, and many of the officers offered at once to put up money for that purpose.

"I approved the scheme, as I entertain a high esteem for Admiral Cervera as a brave man and for his good treatment of Hobson. The Admiral cannot speak English, although he can read it, and then replies in Spanish or French. In his reply to the offer he expressed his deep sense of gratitude for the high honor, and the noble generosity of the American officers.

"The Spanish officers and soldiers," continued Chaplain Jones, "do not want to fight us, and they have kept up the fight because they believed it was their duty to obey the orders of their Government. I asked one of the officers if he expected to be treated well upon his return home. He burst into tears and said he hoped so, as he had done his duty and could not do more. They put up a good fight, but evidently there was something wrong with their eyesight. They were astonished when I told them that every three months our guns were fired three times at target practice. Our men have had good practice right along, and the bombardment gave them still more, and every shell told. Our officers had everything cut and dried, and had made minute arrangements to overcome the Spanish rapid-firing guns, and took the chances of the Spaniards missing with the large calibre guns.

"The first twelve-inch shot that was sent from the Texas had the following words chalked on it by the men:

"This shell will bust
And blow the Dagoes into dust,
In memory of the Maine.
From a beloved sister ship, the Texas, off Santiago de Cuba."

Chaplain Jones was a member of the Lexington Avenue Church before his assignment to the Texas, and when the Rev. Dr. Campbell, the pastor of the church, asked him to speak last night he accepted, despite the advice of the attending physicians. He recited the story of the bravery of the American soldiers before Santiago and spoke of the important part played by the churches in the present war.

MILLIONS FROM GOLD FIELDS

Ships Loaded with the Dust of the Klondike Bringing Fortunes Away from Dawson.

SEVEN MILLIONS OF DOLLARS

The Output of the Gold Regions This Season Estimated at Nearly Twenty Millions—Many Miners Return with Empty Pockets.

TACOMA, Washington, July 17.—Seven millions of dollars in Klondike gold are now en route from Dawson, via St. Michael, according to Dawson advices of June 28, brought out overland and received last night. The steamers Hamilton, Weare, and Bella left Dawson for St. Michael June 24, 25, and 26, in the order named, carrying about $4,000,000 for two big trading companies and 300 passengers, about 50 of whom intended disembarking below Dawson on the American side. The other 250 passengers are now due to arrive here on the steamers Roanoke and Brixham, from St. Michael. They are credited with having $3,000,000 among them, or an average of $12,000 each.

The treasure taken down the river by the steamers Hamilton and Weare is that of the North American Transportation and Trading Company of Chicago, of which the Weare brings the largest part. The Bella brings the treasure of the Alaska Commercial Company. The treasure was taken aboard the steamers at 2 A. M. in bags on stretchers with dark cloth over them. Eight men, four on each side, holding to stout poles, staggered under the golden weight for six trips when the Weare was loaded, armed men preceding and following them. Lieut. Richardson, United States Army, accompanied the Weare down the river at the company's request, there being some fear that the steamer would be held by the pirates on the river below the flats.

SEATTLE, Washington, July 17.—Seventeen miners who left Dawson City June 28 have arrived here on the steamer City of Seattle, bringing with them gold dust and drafts estimated at $600,000. Of this amount $180,000 is in dust.

The largest individual amount of dust was brought by E. M. Sullivan of Los Angeles, who is credited with $50,000. The largest individual amount of dust and drafts was carried by E. Lewin of Seattle, whose earnings are estimated at $100,000. The other individual amounts range all the way from $2,000 to $10,000. There were a few who had barely enough to reach home.

The Klondike Nugget, the first newspaper published at Dawson, under date of June 28, says: "Washing up is still in progress, and probably will not be completed until the latter part of July, owing to a scarcity of water. Opinions as to the amount of the total yield differ. Estimates run all the way from fifteen to twenty million dollars. The most conservative place it below the former sum.

"On June 13 a nugget worth $170 was picked up on No. 42 Eldorado. The Lippy claim, No. 16, Eldorado Creek, will, it is estimated, clean up from one-third to one-half a million. The principal claims that are being worked on Bonanza Creek are from 42 above to 60 below Discovery.

"On Eldorado not many above 45 were worked. No. 8 Eldorado, owned by Charles Lamb, sold for $350,000. One man on Sulphur Creek cleaned up $1,800 after two days' sluicing. R. D. Rhodes's claim on No. 21, above Bonanza, yielded 245 ounces in a single clean-up. Many claims on Eldorado and Bonanza will yield $100,000 or more.

"The most remarkable strike this season was made on French Gulch, a small tributary of Eldorado. Pay dirt was found on bench claims at an elevation of 700 feet above the bed of Eldorado. In one day $2,900 was panned out.

"The Canadian Government has collected a royalty of about $200,000 this year."

SOLACE AT THE NAVY YARD.

Brings a Tale of Terrible Suffering Among the Spanish Wounded—To Have a New Ice Plant.

The United States hospital ship Solace arrived at the navy yard yesterday afternoon from Guantanamo, via Old Point Comfort. Seven of the Spanish seamen died during the voyage, but all the other sufferers were put ashore at Old Point Comfort and Newport News.

There were forty-three American soldiers and fifty-seven seamen and forty-two Spanish seamen among the sick and wounded when the vessel sailed.

Surgeon Street and his assistants, Drs. Stokes, Bogert, and Smith, have been busy night and day for the last two weeks attending to the injured on board, some of whom were frightfully wounded in the destruction of Admiral Cervera's fleet on July 3. Capt. Conchas of the Maria Teresa, who was Admiral Cervera's chief of staff, and four Spanish officers were treated during the trip.

Before the vessel left Guantanamo a number of wounded Cubans were treated, but they were left behind, as no accommodations could be given them. Some of the Spaniards were wounded from bursting shells which not only tore the flesh, but burned them at the same time. Many of the men were in the water for nearly three hours before being picked up, and the wounds became infected from the long exposure. The doctors all expressed themselves as never having seen such fearful wounds before, and said that they were absolutely inconceivable. The operating table on the Solace was kept going for several days. There was no yellow fever reported, but there were some cases of malarial fever.

Many of the Spanish seamen suffered intensely, owing to their weakened condition at the time they received their wounds. They told the doctors that for several days prior to the morning when Admiral Cervera decided to try to escape from Santiago Harbor they had had very little food, and were compelled to work in the trenches on land in the day, and attend to their duties aboard ship in the night. In fact, they said, they were on the point of starvation, and were desperate enough to attempt anything.

Surgeon Gen. Van Reypen came from Fort Monroe on the Solace, but left the navy yard as soon as the vessel arrived here. The Solace will remain here for eight or ten days, during which time a new ice plant will be put aboard her. There will also be necessary repairs made in her machinery, and when she sails she will carry a large quantity of supplies for the fleet off the coast of Cuba. It is estimated that the work to be done on board the hospital ship cannot be completed in less than ten days.

LUMBER BURNED AT LA CROSSE.

Damage to the Property of Factories About $150,000.

LA CROSSE, Wis., July 17.—Fire to-day destroyed the sash and door factory of the Segelke-Kohlhaus Company and the lumber yards of the John Paul Lumber Company. The fire was in the midst of the lumber district, and several blocks of lumber were burned. The heat was intense, and a number of firemen were prostrated. The Segelke-Kohlhaus Company lose $70,000; insurance, $35,000. The John Paul Lumber Company's loss is estimated at $50,000; partially covered by insurance. Other losers were James Vincent, lumber dealers; C. L. Colman, lumber, and several others. The entire loss is estimated at $150,000.

YESTERDAY'S FIRES.

(From 12 o'clock Saturday night until 12 o'clock Sunday night.)

2:10 A. M.—440 West Forty-first Street; J. Wiechey; damage, $25.
7:15 A. M.—209 West Sixty-second Street; N. Schawman; damage, $20.
11:55 A. M.—S. Dinentein; damage, $100.
12:05 P. M.—56 West Eighteenth Street; J. Harris; damage slight.
12:50 P. M.—809 Mott Street; J. Cavalo; damage slight.
1:30 P. M.—109 Sullivan Street; W. Peters; damage slight.
2:30 P. M.—500 East Sixty-second Street; no damage.
6 P. M.—515 West Thirtieth Street; D. Gaylord; damage, $100.
9:20 P. M.—816 Sixth Avenue; Joseph Schure; damage, $25.

O'Neill's
Sixth Ave., 20th to 21st St.

Summer Dresses

Must all go. On the first day of August you won't find any of them here. We've taken every dress in stock and re-marked it. The new price range will be

$4.98 to $60,

and you can't pick a dress in the whole lot but what was formerly priced ⅓ to ½ more. The dresses are of lawn, linen, and dimities. The styles are perfect and every one is new. There's lots of wearing time for you ahead. But for us—"we must sell"—stock taking is just around the corner.

Sale starts this morning.

$4.98 to $60.

H. O'NEILL & CO.

DR. ANDREWS RESIGNS.

Quits the Presidency of Brown University to Become Superintendent of Schools in Chicago.

PROVIDENCE, R. I., July 17.—The resignation of Dr. E. Benjamin Andrews as President of Brown University to accept the position of Superintendent of Schools in Chicago has been received here by the Rev. T. D. Anderson, Secretary of Brown University Corporation. The resignation is to take effect at once. At the request of Dr. Andrews a meeting of the Executive and Advisory Committee has been called for to-morrow to take action upon the matter.

Dr. Anderson, when interviewed, said that Dr. Andrews's resignation was regarded as final and would be accepted. No action will probably be taken until the annual meeting of the corporation the first Wednesday in September. A special meeting can be called at the request of three members of the Board of Fellows, but it is hardly considered necessary to take this step. The question will be decided when the committee meets.

No action has been taken as yet in regard to the successor of Dr. Andrews. Dr. Andrews had been President of Brown University since 1889. He was called to the position from Cornell University, where he held the chair of finance. Previous to that time he had held the chair of history in Brown University for six years.

IN MEMORY OF TWO HEROES.

Services for Bagley and Brass Held at Attleborough, Mass.

ATTLEBOROUGH, Mass., July 17.—Services in memory of Ensign Worth Bagley of the torpedo boat Winslow, who was killed off Cardenas, and also of Wesley Brass of Westborough, Mass., the first Americans of the South and the North to fall in the war with Spain, were held this evening in All Saints' Episcopal Church.

An address was made by the rector, the Rev. James L. Tyron, and letters were read from Gov. Wolcott, Bishop Lawrence, Gov. Dyer of Rhode Island, and Secretary Long. The latter in his letter said:

"The progress of the world is clearly shown in the increased appreciation of human life. Never before has the life of the individual been so sacred. The death of this gallant young officer, (Ensign Bagley,) the first of the war, at the beginning of his career, has touched the heart of the nation."

ARRIVAL OF BUYERS.

Representatives of Out-of-town Firms Now in the City.

Richardson, Roberts Byrne Dry Goods Company, St. Joseph, Mo.; T. C. Byrne, domestics and dress goods; C. S. Kemper Manufacturing Department; Hotel Gerlach.
goods; C. S. Kemper Manufacturing Department; Hotel Gerlach.
Hundley Frazier Dry Goods Company, St. Joseph, Mo.; W. A. Graham, furnishing goods; 56 Worth Street; Murray Hill Hotel.
Sibley, Lindsay & Curr Co., Rochester, N. Y.; H. W. Sibley, dry goods; 454 Broome Street; Hotel Manhattan.
Haryadine, McKittrick Dry Goods Co., St. Louis, Mo.; H. McKittrick, linings, 115 Worth St.; Holland House.
Porteous & Mitchell, Norwich, Conn.; J. Porteous, cloaks and suits; 57 White Street.
Smith & Murray, Springfield, Mass.; A. Leith, cloaks and suits; 57 White Street.
Syracuse Dry Goods Co., Syracuse, N. Y.; G. B. Williams, furnishing goods; 51 Leonard Street.
Rothschild, A. M., & Co., Chicago, Ill.; H. Gelder, millinery; 43 Leonard Street.
Nugent, B., & Bro., St. Louis, Mo.; J. G. Nugent, furnishing goods; 377 Broadway.
Eiseman Brothers, Atlanta, Ga.; B. G. Eiseman, clothing; Hotel Imperial.
Erwin, D. P., & Co., Indianapolis, Ind.; L. A. Goeble, prints and ginghams, 56 Worth Street; St. Denis Hotel.
Gutman, M., & Co., Wheeling, West Va.; L. Gutman, dry goods; St. Denis Hotel.
Fox, G., & Co., Hartford, Conn.; L. Kaufman, ladies' and infants' wear and waists; Miss Warden, ladies' wear, 45 Lispenard Street; St. Cloud Hotel.
Saul, Julius, Albany, N. Y.; P. Saul, clothing; Hotel Cadillac.
Pettis Dry Goods Company, Indianapolis, Ind.; P. J. Shaw, clothing, 2 Walker Street; Hotel Metropole.
Robinson, J. M., Norton Company, Louisville, Ky.; A. L. Terry, furnishing goods, 258 Church Street; Holland House.
Stern, Lauer, Shohl & Co., Cincinnati, Ohio; A. S. Stern, woolens, 49 Worth Street; Hoffman House.
Colvig, M. L., Wheeling, West Va.; notions; Broadway Central Hotel.
Hess, T. W., Wichita, Kan.; dry goods, &c.; Hotel Albert.
Strauss-Hecht Company, Danville, Ill.; J. Strauss, cloaks and suits, 45 Lispenard Street; Hotel Albert.
Root, L. B., & Co., Terre Haute, Ind.; F. Griffith, notions and furnishing goods; Hotel Albert.
Eiseman Brothers, Washington, D. C.; L. Eiseman, clothing; Hotel Imperial.
Doggett Dry Goods Company, Kansas City, Mo.; C. D. Radford, shoes, 2 Walker Street; Stuart House.
Herzog, L., & Brother Dry Goods Company, St. Louis, Mo.; M. Herzog, dry goods and notions; Stuart House.
Grossman, Michaelson & Co., Chicago, Ill.; B. Grossman, dry goods; Stuart House.
"Globe, The," Harrisburg, Penn.; William Strouse, clothing; B. Strouse, clothing; Hotel Vendome.
Root & McBride Company, Cleveland, Ohio; S. L. Rolfe, manufacturing department, 51 Leonard Street; Hotel Marlborough.
Sessions, F. W., Utica, N. Y.; millinery, 212 Mercer Street; Hotel Marlborough.

AT THE HOTELS.

ASTOR—J. R. Thomas, First Cavalry, United States Army; F. D. Miller, United States Army.
FIFTH AVENUE—Congressman Galusha A. Grow, Pennsylvania; Judge M. C. Stover, Amsterdam, N. Y.
HOLLAND—Alvah L. Ferry, Louisville.
HOFFMAN—Col. John F. Gaynor, Fayetteville, N. Y.
IMPERIAL—W. A. Rogers, Washington.
MURRAY HILL—State Senator T. E. Ellsworth, Albany; B. E. Ainsworth, Albany.
PARK AVENUE—C. S. Roggett, Secretary Capitol Commission, Albany.
WALDORF-ASTORIA—Dr. Thomas H. Streets, United States ship Solace.

He is a Public Benefactor Who provides the people with a pure stimulant
OLD DEARBORN RYE
Bottled in bond, supplies this long-felt want. Sold by all leading dealers. Prescribed by all leading physicians. Write for circular and prices.
W. P. Squibb & Co. Lawrenceburgh, Dearborn County, Ind., Distillers

"CAMMEYER"
Stamped on a Shoe Means Standard of Merit.
Sixth Ave., cor. 20th St.

THE OLIVETTE'S WOUNDED

The Suffering Officers and Men Are Made Comfortable in Various Hospitals.

SOME TAKEN TO RESIDENCES

Many Interesting Scenes at the Foot of Pacific Street, Brooklyn, Where Most of the Men Were Taken Ashore.

The Government hospital ship Olivette tied up alongside Pier 22, at Pacific Street, Brooklyn, about 10 A. M. yesterday and began the discharge of her cargo of sick and wounded. A large crowd was in waiting to receive them.

The crowd had gathered under difficulties. The vanguard began to arrive by daylight, and even that was not early enough. A guard of policemen had already been stationed at the entrance to the pier with orders to keep everybody out. By 6 o'clock the street was thronged. By 8 o'clock the pressure at the gates had grown irresistible, and in ones, twos, and threes people began somehow to sift through and straggle along to the water front. By 10, when the Olivette hove in sight, several hundred persons had assembled on the pier.

As the vessel was being wharfed into the dock rousing cheers went up from the crowd and along the docks and yards in the vicinity. These cheers were answered by the heroes on board the Olivette, and there was a general waving of hats and handkerchiefs on the main and upper decks of the vessel as she was being made fast to the pier.

Transfer of the Men.

On Saturday night 100 or more of the most severely wounded were transferred to the Marine Hospital on Staten Island, and there were over 160 men still on the vessel yesterday morning. There were ambulances from all the Brooklyn and New York hospitals in waiting, and the work of transferring the patients began as soon as the gangplank had been shoved out.

In addition to the ambulances several carriages and wagons were pressed into service, and in less than two hours all the wounded had been cared for. Many of them were sent to the hospital on Governors Island. These were taken aboard the steamer General Hancock, which plies between the Battery and Governors Island. Many of the wounded officers found comfortable quarters at Fort Wadsworth, S. I., and some of them came to Manhattan and were nursed by friends and relatives in private residences.

The larger number were taken to Brooklyn hospitals, where everything possible was done to make the maimed heroes comfortable. Nourishing food was served to each man on his arrival, and in nearly every instance it was devoured so quickly that the portions were duplicated. Fresh milk and eggs were looked upon as delicacies by the soldiers, who had had a surfeit of hardtack and poor coffee during the campaign. Those who cared for smoking were generously suplied with cigars and tobacco, and many of them seemed to forget their sufferings while they puffed clouds of smoke through the wards allotted specially for their use and perused the morning papers, of which a plentiful supply was on hand.

Description of the Landing.

The first man to land was a Rough Rider, as told by the yellow stripes on his trousers, the crossed sabres, and figure 1 on his hat. The crowd cheered as he stepped upon the gang way and started down. He bowed gracefully in response, and then, declining all proffers of assistance, scurried quickly ashore and hid himself in one of the waiting ambulances.

A young fellow of not more than twenty-one was accompanied by two hospital corps privates, who had been stationed on either side of the gangway, and they had to support him and lift him into an ambulance. Following him came a man on a litter, carried by four bearers, to whom Dr. Shaw of the Long Island College Hospital called a caution to be "very easy."

After him the wounded, assisted by the hospital corps men, made their way down the gangplank in a perfect stream. They were shot in all sorts of places and all sorts of ways. Some had their heads bandaged, some had their arms in slings, many had their feet done up in great rolls of wadding, and many more limped along on rude crutches, with one leg or the other swung in the air.

Major G. E. Bushnell and Lieut. D. C. Howard were in charge of the work of sending the men from the vessel, and Dr. Shaw of the Long Island College Hospital directed the work of placing them in the ambulances.

Edward Marshall, the reporter, was transferred from the Olivette to a Bellevue Hospital ambulance and taken to his home, 23 Fifth Avenue, Manhattan. Two members of the Red Cross Society and Marshall's brother rode with him in the ambulance and two more Red Cross attendants followed in a cab. Marshall was very weak, and it was necessary to administer stimulants to him during the trip.

President Keller's Offer.

President John W. Keller of the Department of Charities, upon receiving word Saturday night from Secretary Alger that his offer to care for wounded soldiers had been accepted, had the Sturgis Pavilion in the Bellevue Hospital grounds prepared for the reception of the wounded men. Dr. Alexander Lambert, Secretary of the Medical Board of the hospital, with a number of physicians and thirty trained nurses, was detailed to care for them. President Keller was at Bellevue Hospital early yesterday morning, and directed Superintendent O'Rourke to go to Brooklyn and meet the Olivette. Arrangements were also made for dispatching one of the department steamboats to the Olivette to bring the wounded men to Twenty-sixth Street, where ambulances were to be provided. When Superintendent O'Rourke reached Brooklyn he learned that all of the wounded had been removed to other hospitals. President Keller says his offer to the Government holds good, and arrangements have been perfected for transferring such men as the army officials might designate to Bellevue. Superintendent O'Rourke says that he can provide for 450 men.

Surgeon General Sternberg of the United States Army, accompanied by Mr. Keller, visited Bellevue Hospital late in the afternoon and made an inspection of the quarters provided. Prof. William Bryant, Superintendent O'Rourke, and Miss Agnes Fleming, chief of the female nurses, met the visitors and escorted them about. The Surgeon General expressed himself well pleased with the facilities afforded.

Lieut. Thomas Recovering.

First Lieut. John R. Thomas of the Rough Riders, one of the wounded on the Olivette, was moved up to the city Saturday night, and enjoyed a refreshing rest yesterday at the Astor House, where he was carried by his father, Judge Thomas, who was once Governor of the Indian Territory. Young Thomas expects to be able to get around in a few days, although he has four bullets in his left leg. Several friends visited him yesterday to congratulate him on his escape from death. Judge Thomas expects to leave to-day for Washington with his son in order that the latter may be made more comfortable with relatives in that city.

It has been stated that Thomas, who was in Capt. Capron's command, was promoted to the Captaincy upon the latter's death on the field. The wounded officer said that he had not yet received his commission, but understood that he had been recommended for promotion.

Transfer of Officers.

The quarantine steamer Governor Flower transferred the following officers to Fort Wadsworth:

Major James M. Bell.

Major Alex. O. Brodie, First United States Volunteer Cavalry.

First Lieut. W. M. Fiscus, Second Infantry.

Capt. M. J. Henry, United States Volunteer Cavalry.

Capt. Thomas T. Knox, First United States Cavalry.

Capt. James H. McClintock, First United States Volunteer Cavalry.

The following officers were landed at St. George, S. I., and afterward taken to Roosevelt Hospital:

Second Lieut. Horace R. Deveraux, First United States Volunteer Cavalry; gunshot wound.

First Lieut. Maury Nichols, Seventh Infantry; gunshot wound. Lieut. Nichols's wife accompanied him from Quarantine.

At the Marine Hospital.

The 100 wounded men at the Marine Hospital at Clifton spent a pleasant day yesterday until the afternoon, when Dr. George W. Stoner and four assistants began treating the more seriously wounded. The men spent most of the day under the trees on the hospital grounds, enjoying for the first time in months cooling breezes. There was a big difference in the appearance of the men last evening, with their bright eyes and cheerful looks, to the tired, dull-eyed men who greeted the doctors and reporters on board the steamship when she entered the bay Saturday night.

When the men reached the hospital at 11 o'clock on Saturday night they were allowed to eat all they wanted to and enjoy themselves. After they had refreshed themselves they were allowed to dispose of themselves as they pleased. Some sought cots in the wards, but many more selected the open air, out under the old trees on the lawn. There they wrapped their blankets about them, and lay down and slept. The hospital authorities offered them cots under the trees, but these they scorned, and were more than content with the bare earth. Last night the men were all loud in praise of the treatment they had received since reaching the hospital.

Many Visitors There.

No restrictions were placed on visitors at the hospital yesterday, and the men were visited by hundreds. None of the men had any relatives or immediate friends in this part of the country, but they soon found they had hundreds of friends, who were only too anxious to do what was possible.

Sheets of writing paper, envelopes, pencils, and stamps were provided for them to write home to their friends. The women of the three Red Cross societies of Staten Island visited the men during the day, to ascertain what they most needed. The soldiers said clothing was what they wanted most. On the marches and during the fighting they had cast aside all of their clothing that they could, and had fought in their underwear or simply their trousers. All they had was left behind in Cuba or on board of the transports, and there seemed to be no immediate prospect of having the articles forwarded to them, as the Government was too busy with other things. The women took a description of what the men wanted, and to-day will supply them with new clothing.

During the afternoon the Rev. Mr. Macfarlane of the Brothers of Nazareth, who is acting rector of St. Paul's Church, Stapleton, with the choir of the church, held services upon the lawn back of the hospital for the wounded men.

Judge Thomas, whose son was on the ship, visited the hospital yesterday and saw Edward Culver and Private Kline of the Rough Riders. They come from the Judge's country, and Culver was known to the Judge, having been mixed up in a shooting affair in the West and having to appear before Judge Thomas, who threw out the case against the young man. Culver is the man who has in his body the bullet which killed Hamilton Fish, the ball striking Culver after passing through Fish. To each of the men the Judge presented a five- provide themselves with whatever they wanted while in the hospital.

The most welcome gifts brought to the patients yesterday were packages of smoking and chewing tobacco. The tales of the men relative to the sufferings of the men from lack of tobacco are almost as bad as their tales of other suffering. Stories are told of men being offered $5 for a half-ounce and refusing to sell at that price.

LIST OF THE SUFFERERS.

Names of Sick and Wounded Men and Non-commissioned Officers Now at Hospitals.

Following are the lists of the non-commissioned officers and men sent from the Olivette to the different hospitals:

Marine Hospital.

ALBERTSON, EDWARD J., private, Company F, First U. S. V. C., gunshot wound.

ALGER, GEORGE B., private, Company D, Sixth Infantry, gunshot wound.

APITZ, W., private, Company C, Sixth Infantry, gunshot wound.

ASHLEY, CHARLES, private, Company B, Second Massachusetts Infantry, gunshot wound.

BAKER, CHARLES, private, Company F, Twenty-fourth Infantry, gunshot wound.

BAILEY, ROOT, private, Company F, First U. S. V. C.

BAILEY, JOSEPH, private, Company G, Sixteenth Infantry.

BALLAUFAUT, BENJAMIN B., private, Company D, Sixteenth Infantry, gunshot wound.

BAUDELINE, PAUL A., private, Company D, Sixteenth Infantry, gunshot wound.

BEEL, F. N., private, Company D, U. S. V. C., gunshot wound.

BERGEMAN, PETER, private, Company C, fourth Infantry.

BELDEN, HENRY H., Sergeant, Company A, Sixteenth Infantry.

BERTSCHER, LOUIS, private, Company A, First U. S. V. C.

BIBY, J., private, Company G, Sixteenth Infantry, gunshot wound.

BINGHAM, JAMES, Corporal, Company G, Second Infantry, gunshot wound.

BRAXTON, GEORGE C., private, Company B, Tenth Cavalry.

BREWER, FRED, private, Company E, Sixteenth Infantry, gunshot wound.

BRIGHTWELL, HENRY, private, Company G, Twenty-fifth Infantry; gunshot wound.

BROUNSLER, P., private, Company A, Twenty-fourth Infantry; gunshot wound.

CLARKE, W., private, Company E, Twenty-fourth Infantry; gunshot wound.

CLINTON, P. A., private, Company E, Twenty-fourth Infantry; gunshot wound.

COPE, C., Corporal, Company D, Thirteenth Infantry; gunshot wound.

COWEN, R., private, Company H, Twenty-fifth Infantry; heat exhaustion.

CROWLEY, MARTIN, private, Company D, Seventh Infantry; gunshot wound.

CULVER, EDWARD, private, Company L, United States Volunteer Cavalry; gunshot wound.

DAHLBERG, CHARLES E., private, Company A, Twenty-first Infantry; gunshot wound.

DAVIS, JAMES, private, Company F, Twenty-fourth Infantry; gunshot wound.

DOLAN, THOMAS, Sergeant, Company K, Thirteenth Infantry; gunshot wound.

DORSEY, LOUIS, private, Company H, First United States Volunteer Cavalry; malarial fever.

EAGEN, DANIEL J., private, Company C, Third Cavalry; gunshot wound.

EDWARDS, LORING L., private, Company C, Seventeenth Infantry; malarial fever.

ELLINGHAM, R. M. F., private, Company A, Twenty-second Infantry.

EMERY, JOHN K., private, Company F, Thirteenth Infantry; gunshot wound.

FARLO, GEORGE W., private, Company D, Twenty-second Infantry; gunshot wound.

FARRELL, THOMAS, First Sergeant, Company B, Sixth Infantry.

FENNERT, C., private, Company E, Sixteenth Infantry; gunshot wound.

FRANK, —, private, Twenty-fourth Infantry.

GERARD, CELERA, artificer, Company B, Sixth Infantry; gunshot wound.

GORDY, G. A., private, Company E, Sixth Infantry; gunshot wound.

GOULD, L. D., private, Company A, Tenth Cavalry; gunshot wound.

GRIMES, JAMES, Corporal, Company B, Twenty-fourth Infantry; gunshot wounds.

HABLE, J., private, Company D, Twenty-first Infantry; malarial fever.

HALL, C. M., private, Company C, Twenty-second Infantry; contusion of lungs and back.

HARBISON, B., Sergeant, Company G, Sixteenth Infantry; gunshot wounds.

HARDMAN, B. J., private, Company E, Twenty-fourth Infantry; gunshot wounds.

HARTLE, A. C., private, Company F, First United States Volunteer Cavalry; gunshot wound.

HELLEMS, FRANK, Sergeant, Company C, Twenty-fourth Infantry.

HENDERSON, C. E., private, Company G, Tenth Infantry; gunshot wound.

HENDRICKS, JOHN, private, Company D, Sixteenth Infantry; gunshot wound.

HOADLEY, CHARLES H., private, Company K, Second Massachusetts Volunteers; gunshot wounds.

HOLCOMBS, H. V., private, Company B, Twenty-first Infantry; gunshot wounds.

HOLDEN, DAVID, Corporal, Company F, Twenty-fourth Infantry; gunshot wound.

HOUSTON, A., First Sergeant, Company C, Tenth Cavalry.

ISHLER, SHELBY F., private, Company D, First United States Volunteer Cavalry; gunshot wound.

IVES, LOUIS, private, Company A, Second Infantry; gunshot wounds.

KELLENBERG, GOTTLIEB, Corporal, Company C, Thirteenth Infantry; gunshot wound.

KING, F. M., Sergeant, Company K, First Cavalry; heat exhaustion.

KLICKI, JOHN, private Company F, Seventh Infantry, gunshot wound.

KLINE, J. D., Sergeant, Company L, U. S. V. C., gunshot wound.

KOPE, CHARLES, Corporal, Thirteenth Infantry.

KRETSCHMER, A., Corporal, Company C, Sixteenth Infantry, gunshot wound.

KRUSKOP, W. B., private, Company F, Seventeenth Infantry gunshot wound.

SAMBERSTON, GUY, private, Company D, Second Infantry, heat stroke.

SARGE, AUGUST, private, Company C, Seventeenth Infantry, gunshot wound.

SINEBECK, W. W., private, Company D, Seventh Infantry, gunshot wound.

McCARTIN, M. J., Sergeant, Company G, Ninth Massachusetts Infantry.

McCOY, C. F., private, Company F, Second Artillery, gunshot wound.

McMILLAN, JOHN, private Company A, Seventh Infantry, gunshot wound.

McNALLY, O., private, Company D, Twelfth Infantry, shell wound.

McQUINNEY, M., private, Company G, Thirteenth Infantry, gunshot wound.

McPHEETERS, ULRICH, Sergeant, Company C, Second Infantry, heat exhaustion.

MACK, J., private, Company E, Seventh Infantry, gunshot wound.

MEITHER, CASPER, private, Company G, Twenty-second Infantry, gunshot wound.

MILLER, F. A., private, Company B, Tenth Cavalry, gunshot wound.

MISKEWICZ, J. B., private, Company F, Third Infantry.

MITTSCHELL, HARRY, Company I, Third Cavalry, gunshot wound.

MONTALLER, J., private, Cuban Volunteer, gunshot wound; arm amputated.

MUNSON, W., private, Company C, Sixth Infantry, gunshot wound.

NEWCOMBE, MARCELLO S., private, Company D, First United States Volunteer Cavalry; gunshot wound.

NICOLAZ, H., private, Company F, Sixteenth Infantry, gunshot wound.

O'CONNOR, P., artificer, Company D, Eighth Infantry; gunshot wound.

O'MEALLY, M., private, Company A, Twenty-first Infantry; gunshot wound.

O'MALLEY, H. R., private, Company B, Eighth Infantry; gunshot wound.

OAKES, N. W., private, Company H, Thirteenth Infantry; gunshot wound.

PARKER, WILLIS E., Sergeant, Company E, Tenth Cavalry; gunshot wound.

PAYNE, W., Sergeant, Company E, Tenth Cavalry; gunshot wound.

PREUER, F., private, Company D, Sixteenth Infantry; contusion of left elbow.

POWELL, —, Company G, Twenty-fifth Infantry.

RAWSON, D. F., Corporal, Company L, Thirty-third Michigan Volunteers.

RODGERS, J. M., private, Company D, Thirteenth Infantry; gunshot wound.

ROGAN, W. J., private, Company A, Seventh Infantry; gunshot wound.

ROSS, C. F., private, Company G, Eighth Infantry; gunshot wound.

SAGER, GEORGE, private, Company B, Sixth Infantry; malarial fever.

SCOTT, A. D., private, Company M, Thirty-fourth Michigan Volunteers; gunshot wound.

SELLMAN, W., private, Company B, Eighth Infantry; gunshot wound.

SHEPARD, R., private, Company H, Twenty-second Infantry; gunshot wound.

SWANN, HUGH, private, Company E, Twenty-fifth Infantry; gunshot wound.

TAFT, ROBERT, private, Company C, Second Massachusetts Volunteers; heat exhaustion.

TAYLOR, ISAAC, private, Company F, Tenth Cavalry; gunshot wound.

THOMPSON, A., private, Company B, Twenty-fourth Infantry; lacerated wound in the abdomen.

THURMAN, W. G., private, Company E, Sixteenth Infantry; gunshot wound.

WALLS, E. R., private, Company E, First Cavalry; gunshot wound.

WASHINGTON, WINTER, private, Company E, Twenty-fourth Infantry; gunshot wound.

WATRONA, L. E., private, Company G, Twentieth Infantry; gunshot wound.

WUNDES, TOBIAS, Sergeant, Company G, Sixth Infantry; gunshot wound.

ZEITZ, F., musician, Sixteenth Infantry; gunshot wound.

ZELLERS, J. C., private, Company B, Twenty-fourth Infantry; gunshot wound.

Governors Island Hospital.

ALEXANDER, W. S., private, Company B, Twelfth Infantry.

AUST, A., private, Company C, Fourth Infantry.

BAIRD, W. E., Hospital Corps.

BAKER, H. L., private, Company I, Seventy-first Regiment.

BESOH, C. I., private, Company D, Sixteenth Infantry.

BIGLEY, L., private, Company F, Sixth Infantry.

BLACK, C. E., private, Company B, Fourth Infantry.

BLOOMER, A. L., Hospital Corps.

BUCKLEY, J., Corporal, Company D, Fourth Infantry.

BUCKNER, D., private, Company G, Twenty-fifth Infantry.

BURG, G., private, Company C, Seventeenth Infantry.

BURNS, M. J., private, Company C, Ninth Massachusetts.

CLARK, F. H., private, Company A, Twenty-first Infantry.

CONROY, R. L., private, Company B, Sixth Infantry.

COYLE, M. H., private, Company H, Rough Riders.

CROWDER, E., private, Company G, Twenty-fourth Infantry.

DENNING, J. C., private, Company A, Sixteenth Infantry.

DOUGHERTY, P., Sergeant, Company F, Seventy-first Regiment.

DUNN, JOHN T., Corporal, Company A, Eighth Infantry.

EATON, F. E., private, Company D, Second Infantry.

FRANKLIN, B., private, Company A, Tenth Cavalry.

GOLDEN, J. A., trumpeter, Company K, Third Cavalry.

GROTHENDICK, J., private, Company G, Sixteenth Infantry.

HARTZELD, Private, Company G, Twenty-second Infantry.

HILL, H., Corporal, Company E, Sixth Cavalry.

HAYWARD, M. P., United States Signal Corps.

HOWARD, W., private, Company B, Thirty-fourth Infantry.

HUMBERT, W., private, Company A, Seventy-first Regiment.

HUNTER, J. O., private, Company G, Twenty-fifth Infantry.

INWELL, I., private, Company A, Seventeenth Infantry.

JEFFRIES, J., private, Company E, Twelfth Infantry.

JENTRY, A., private, Company C, Twenty-fifth Infantry.

KLICKE, H. C., Sergeant, Company F, Sixth Infantry.

KULG, E., private, Company C, Sixth Infantry.

KEEL, H., private, Company G, Seventh Infantry.

LARIDE, B., private, Company A, Sixteenth Infantry.

LAKE, F. L., private, Company H, Thirteenth Infantry.

LANE, C. H., private, Company D, Thirteenth Infantry.

LONG, M. J., private, Company B, Sixth Infantry.

McCORMICK, H., Private, Company E, Tenth Cavalry.

McDONALD, D., Private, Company D, Third Infantry.

McDONALD, F. B., Private, Company B, Eighth Infantry.

MARTIN, J., Corporal, Company H, Eighth Infantry.

MEGHER, THOMAS F., Private, Company L, Rough Riders.

MOORE, W., Sergeant, Company A, Twenty-first Infantry.

NAPE, J. P., Private, Company G, Twelfth Infantry.

QUIRK, J. J., Private, Company C, Ninth Infantry.

REID, R. W., Private, Company G, Rough Riders.

SANTEN, H. G., Private, Company G, Eighth Infantry.

SIMMONS, S. D., Private, Company B, Sixth Infantry.

STAFFORD, J. V. S., Private, Company H, Twenty-fourth Infantry.

THILL, A., Wagoner, Company M, Second Massachusetts Volunteers.

WALSH, PATRICK, Sergeant, Company K, Thirteenth Infantry.

WARD, E., Private, Company B, Twelfth Infantry.

WINTER, F., Private, Company H, Thirteenth Infantry.

WINTER, J. J., Private, Company F, Rough Riders.

Long Island College Hospital.

ARIAL, HENRY E., private, Company L, Second Massachusetts Volunteers.

BLACKMER, GEORGE G, private, Company L, Second Massachusetts Volunteers.

ANDERSON, LOUIS E., private, Troop E, Tenth Cavalry.

BELDEN, HENRY H., Sergeant, Company A, Sixth Infantry.

BAHN, AUGUST, Sergeant, Company H, Seventeenth Infantry.

BENNETT, GEORGE, private, Company C, Second Massachusetts Volunteers.

CARLSON, JOHN, private, Company D., Third Infantry.

CRIPPEN, ELIJAH, private, Troop C, Ninth Cavalry.

DURGIN, ARTHUR F., private, Company C, Seventh Infantry.

DILLERT, GEORGE R., private, Company D, Seventeenth Infantry.

DONSTAD, CARL, private, Troop I, First United States Cavalry.

DALIEN, PETER H., private, Company A, Twenty-second Infantry.

FIELD, ALBERT, private, Company F, Twenty-second Infantry.

GRAHAM, WILLIAM, private, Quartermaster's Department.

GARDENER, JAMES G., Sergeant, Company B, Sixth Infantry.

GRAY, ALBERT, private, Company B, Sixth Infantry.

GROSSE, OTTO, private, Troop A, Sixth Cavalry.

GIBBENS, GILMORE, private, Troop E, Tenth Cavalry.

HAND, FRANK J., private, Company F, Thirteenth Infantry.

HOUSTON, WILLIAM A., private, Company C, Twenty-fourth Infantry.

HOWARD, RALPH H., musician, Company C, Sixth Infantry.

HILL, JOHN T., private, Troop E, First Volunteer Cavalry.

JACKSON, WILLIAM, private, Troop B, Tenth Cavalry.

KNILBS, WILLIAM P., private, Company E, Seventh Infantry.

KRAUS, PAUL, private, Company F, Sixth Infantry.

LEDERER, CHARLES, private, Hospital Corps, Thirty-third Michigan Volunteers.

LOZANA, GREGORIO, private, (Cuban,) Tenth Infantry.

LOCKWOOD, ANDREW G., private, Company D, Thirty-second Michigan Volunteers.

MAURER, ADOLPH, private, Company B, Seventh Infantry.

MORRIS, FRANK L., private, Company E, First Infantry.

MANNING, MONT, private, Company E, Sixth Infantry.

ORME, NORMAN, private, Company B, First Volunteer Cavalry.

PETERSEN, AUGUSTUS, private, Company D, Eighth Infantry.

POWERS, ALBERT, private, Troop F, First Volunteer Cavalry.

PATE, STEPHEN A., Sergeant, Troop B, First Volunteer Cavalry.

POWELL, ROBERT, private, Company G, Twenty-fifth Infantry.

REDD, SAMUEL, private, Company I, Tenth Cavalry.

REYNOLDS, WALTER S., private, Company G, Tenth Infantry.

REOPELL, WILMORE L., private, Company B, Second Massachusetts Volunteers.

RAWSON, ROBERT, Corporal, Troop C, Tenth Cavalry.

REYNOLDS, HAMEL, private, Company B, First Infantry.

RANSOM, FRANK, private, Company L, Thirty-third Michigan Volunteers.

SHEEBY, MICHAEL, private, Company A, Twenty-second Infantry.

SIMPSON, WILLIAM F., private, Company G, Tenth Infantry.

SMITH, JAMES C., private, Troop B, Sixth Cavalry.

SALTSMAN, CARL, private, Company A, Sixteenth Infantry.

SCHEU, OTTO, private, Company B, Third Infantry.

STEWART, LUTHER L., Corporal, Troop G, First Volunteer Cavalry.

VAYON, EZRA, private, Company A, Second Infantry.

WRAY, WILLIAM, private, Troop F, Sixth Cavalry.

St. Peter's Hospital.

ALLSHUSE, MILTON, private, Troop H, Third Cavalry.

BRIGANCE, ANDREW J., Corporal, Company E, Tenth Infantry.

BUIBEE, HARRY W., private, Company E, Second Infantry.

BARRY, M. H., First Sergeant, Troop G, First Cavalry.

BELTZ, WALTER P., Sergeant, Company A, Twentieth Infantry.

BEEVE, WALTER S., private, Troop B, First Volunteer Cavalry.

CARTER, D. T., doctor, Company F., Sixth Infantry.

CRADDOCK, JOHN, private, Company F, Thirteenth Infantry.

COIT, RUEL, private, Company D, Second Massachusetts Volunteers.

CLARK, WILLIAM H., private, Company A, Twenty-fifth Infantry.

COLMAN, FRANK, First Sergeant, Company F, Twenty-fifth Infantry.

CALVIN, GEORGE, private, Company D, First Infantry.

COOPER, WILLIAM L., private, Troop E, First Cavalry.

DETAMORE, GEORGE W., private, Troop B, First Volunteer Cavalry.

DANIELSON, FREDERICK J., private, Company C, Seventeenth Infantry.

DORWART, GEORGE, private, Company E, Seventeenth Infantry.

DUNLAP, ORIE F., private, Company F, Sixteenth Infantry.

DOUGLAS, BARNEY, private, Company G, Twenty-fifth Infantry.

ELLIS, WARREN E., Corporal, Troop D, First Cavalry.

GARRISON, JOHN, private, Company C, Seventeenth Infantry.

GLYNN, WILLIAM, private, Company B, Eighth Infantry.

GALVIN, G., private, Company D, Tenth Infantry.

HOLMES, THOMAS, private, Troop D, First Volunteer Cavalry.

HADDEN, DAVID, private, Troop B, First Volunteer Cavalry.

JAMES, CHARLES M., private, Troop I, First Cavalry.

JOHNSON, SMITH, Sergeant, Troop A, Tenth Cavalry.

JOHNSON, WALKER, Sergeant, Troop C, Tenth Cavalry.

JAMES, W. W., Company C, Twelfth Infantry.

KOCH, MICHAEL, private, Company H, Sixteenth Infantry.

KREYSER, GUS, musician, Company G, Seventh Infantry.

LAUSEN, HANS, private, Troop F, Sixth Cavalry.

MEAGHER, RITTO F., private, Troop E, First Volunteer Cavalry.

MATTICE, WILLIAM A., private, Company F, Seventeenth Infantry.

MURPHY, WILLIAM, Corporal, Company H, Sixth Infantry.

McMANUS, WILLIAM R., private, Company F, Thirteenth Infantry.

McMAHON, WILLIAM, private, Company C, Seventh Infantry.

McMILLAN, LEO, private, Troop D, First Volunteer Cavalry.

PARADISE, WALLA, Corporal, Company M, Second Massachusetts.

RILEY, JAMES B., private, Company B, Seventh Infantry.

RAFFERTY, JAMES E., private, Company C, Fourth Infantry.

RIDDLE, ALFRED, private, Company E, Twenty-fourth Infantry.

REINKE, JULIUS, private, Company B, Seventh Infantry.

SEAVER, GEORGE H., Corporal, Troop L, First Volunteer Cavalry.

SMITH, JOSEPH M., private, Company E, Seventy-first New York Volunteers.

SMITH, BURT, private, Company C, Fourth Infantry.

SWIFT, ALBERT B., private, Company H, Tenth Infantry.

TOUSEY, ORVILLE H., private, Company H, Seventeenth Infantry.

TATES, WILLIAM, Corporal, Company A, Twenty-fourth Infantry.

WIELD, WILLIAM A., private, Troop K, Third Cavalry.

WILBORN, JAMES, musician, Company D, Thirteenth Infantry.

WILLIAMSON, W., Sergeant, Tenth Infantry.

WILLIS, J., private, Company C, Twelfth Infantry.

MAJOR HAYES WAS WOUNDED.

Son of the Late President, Shot During the First Day's Fight at Santiago, Now Recovered.

WASHINGTON, July 17.—A cablegram from Playa del Este, Cuba, received to-day, conveys the information that Major Webb C. Hayes of the First Ohio Cavalry, son of the late President Hayes, was wounded on Friday, July 1, the first day of the battle of Santiago. At the request of Major Hayes, no announcement of the matter was made in the official dispatches.

His regiment did not participate in the engagement, being now under waiting orders at Tampa. Major Hayes was detached from his command and assigned to temporary duty on Gen. Young's staff. While acting in that capacity his horse was killed under him and he was wounded. That his wound was not particularly serious is indicated by the fact that he is out of the hospital and again ready for duty.

YELLOW FEVER IN CUBA.

WASHINGTON, July 17.—The only disquieting information received during the day was as to the yellow fever conditions at the front, and this dispatch was modified in an encouraging way by Gen. Shafter's later news. It was a dispatch from Col. Greenleaf, Chief Surgeon of the army in Cuba, saying that sixteen new cases had appeared, and that one death had occurred.

While this was regarded with some apprehension by laymen, the Surgeon General's Department considered the showing entirely satisfactory. Col. Alden, Acting Surgeon General during the absence of Gen. Sternberg, said a report of only sixteen cases was an exceptionally good showing, as the number must be taken relatively to the large number of men at the front. With the surrender accomplished, there will be better opportunity to get the men on high ground and keep them away from infection.

OFF JURAGUA, July 16—7 P. M.—What will be done with Gen. Shafter's force is not yet fully decided. The physicians declare that the army, owing to the hardships and the fever, will not be fit for active duty for some time to come, and Gen. Miles is believed to be seriously considering the proposition to leave only immune regiments to hold the conquered province and return the body of the corps to the United States, and sending other immunes from there to reinforce the Santiago detachment if necessary.

Many of the troops are eager to participate in the Puerto Rico campaign, which, it is reported about headquarters will follow immediately; but this is strongly opposed by the Surgeons.

New cases of yellow fever continue to appear daily, and fully 600 are now under treatment, but the disease is of a very mild form, and the physicians say it is now well in hand. Only five deaths have occurred up to to-night, the low mortality being remarkable and most encouraging to Dr. Guiteras and the other fever experts, who had grave fears when the disease first appeared that the death rate would be heavy.

Gen. Miles, in an interview to-day with the correspondent of The Associated Press, said he believed the danger from the pest was over, and that the men do not seem to fear it in the least, owing to the mildness of most of the cases.

The camp at Juragua contains nothing now but hospital tents, with a guard of two companies. The blackened ruins of a few burned buildings are still visible, but in most places the débris has been removed and the white tents of the Hospital Corps are pitched on the sites of the burned buildings. The fever hospital is situated about half a mile across the railway bridge, to the northeast of the town, and is well isolated. Two hundred and fifty wounded men are still on the hospital ship Relief, which lies here. All are recovering rapidly.

Naval officers and surgeons, with years of experience in tropical countries, and with their fevers, suggested strongly the burning of all the houses at Siboney the moment the troops landed. Their advice was not acted upon, however, until three weeks later, when the yellow fever had already broken out in one of these houses. At Guantanamo the first thing Commander McCalla did was to burn everything, and there has been no fever there.

MAIL TO BE DISINFECTED.

Letters and Parcels from Santiago Will Be Thoroughly Fumigated.

WASHINGTON, July 17.—The prevalence of yellow fever at Santiago in the opinion of the postal authorities has made it necessary to disinfect the mails coming from that place.

Louis Kempner, who was appointed to succeed Eben Brewer as postal agent in Cuba, was directed to confer with army and navy officials as to the necessity for this work, but no answer having been received to the telegrams sent him the postal officials here conferred with Surgeon General Wyman of the marine hospital and Gen. Sternberg in regard to the matter. It was then decided to fumigate all mail leaving Santiago, and a machine for this purpose will be immediately sent there.

The fumigation will be very thorough, the mail being taken from the pouches and every parcel allowed to come in contact with the disinfectant, instead of subjecting it to the process while in sacks.

The work will be in charge of persons belonging to some of the immune organizations, and the officials here say that when the packages and letters have passed through this process there can be no danger of their bringing disease to this country.

No Yellow Fever on the Harvard.

WASHINGTON, July 17.—During the day a report was received stating positively that no cases of yellow fever existed on the Harvard, which brought a large number of sick Spanish prisoners to Portsmouth. This not only relieved officials as to the condition at Portsmouth, but also as to the Harvard, for it would be a severe handicap to the navy if this crack craft had to go into quarantine.

GOVERNMENT SHIPS HERE

The City of Washington, Resolute, and Solace Arrive in This Harbor.

THE VIZCAYA AND THE MAINE

Officers on the City of Washington Say that the Way the Spanish Vessel Blew Up Indicates that the Maine Was Destroyed by a Mine.

Three more Government vessels joined the Olivette in this harbor yesterday. They were the Naval Hospital ship Solace, formerly the Creole of the Cromwell Line; the armed naval transport Resolute, formerly the Old Dominion Line steamer Yorktown, and the City of Washington, chartered from the Ward Line for an army transport, and known in the Quartermaster's Department as No. 16.

The City of Washington left Juragua on July 9 with 300 sick and wounded, including men of the Rough Riders, Seventy-first New York Volunteers, Second Massachusetts, Thirty-third Michigan, and five regular regiments, the Twenty-fourth, Twenty-first, and Thirteenth Infantry, and Ninth and Tenth Cavalry. She landed them at Fort Monroe, and was then ordered to this port to be dry docked and painted, being foul from her stay in tropical waters. She arrived at Quarantine at noon yesterday, and then proceeded to the Ward Line pier, No. 17, East River.

Militaray Guards on Board.

Besides the crew, which consists of fifty men all told, there was a military guard, which went on board at Tampa, being in charge of the United States military equipments, which were put on board while at that port. The equipments are still on board, not having been touched since they were stowed between decks.

All on board the City of Washington are well, and the crew expressed themselves as being glad to get back to their home port again. The vessel, which was one of the transports carrying Gen. Shafter's army to Santiago, since June 22, with some thirty other transports, has been lying off that port, to the east of the harbor entrance. She lay near the Indiana when, on July 3, Admiral Cervera's fleet made its vain dash to escape from our threatening warships.

An officer of the City of Washington said yesterday:

"We saw the Spaniards come out, and as they turned to the westward on passing out of the harbor channel they were simply belching from every gun. I never saw war vessels speed as they did, and all the time they were firing broadsides. If they had turned to the eastward instead our ship would have been sunk. We would have remained where we were as it was had it not been that we discovered a strange warship coming in from the southeast. It was really an Austrian cruiser, but at the distance we were from it the flag could not be distinguished from the Spanish flag, and we deemed it best, therefore, to follow along with our fleet, which was chasing and destroying Cervera's ships. The Solace was also deceived by the Austrian flag, and it was she that signaled to us that an enemy's ship was approaching."

Spanish Fire Inaccurate.

The speaker then retold the story of the battle off Santiago essentially as it has been told by others.

The Spaniards, he said, seemed to him to fire as rapidly as our ships did, but without the accuracy. Every shot from our guns seemed to find its mark, and so continuous was the fire that the sides of the vessels looked like sheets of flames. "I tell you it was a sight," said he. "The Almirante Oquendo and the Maria Teresa were soon ablaze. It seemed strange that so much flame could come from steel vessels, as though they were wooden, but the flames were there, whatever they fed on.

"There was not so much fire visible on the Vizcaya, but she was enveloped in smoke. I didn't get sight of her till her fate had been settled by the Texas. A 13-inch shell went through her from stern to bow. She was beached about sixteen miles west of Santiago.

The Maine Disaster.

"From an examination of the Vizcaya, whose magazine blew up, I was more than ever satisfied that the Maine was blown up from the outside. I was on the City of Washington in Havana at the time of the Maine explosion."

The City of Washington lay within 300 feet of the Maine. Capt. Stevens, her commander, who also witnessed the Santiago fight, has the following entry in the ship's log:

"I noticed in the explosion of the Vizcaya's magazines that they blew right straight up in the air and did not burst or rend the ship the same as the Maine explosion rent that ship, which, in my opinion, is conclusive evidence that the Maine was exploded by a mine."

The guard on the City of Washington consists of Quartermaster Sergt. Thomas A. Vicars and Privates Mattice, Foster and Thomas of the Twenty-first Infantry. Among the others who came up from Santiago on the transport were Regimental Bandmaster C. H. Scheffer, Corp. H. H. Johnson and Privates Beatty, R. J. Brown and Larey, all of the Twenty-fourth Infantry, which prior to the outbreak of the war was stationed at Fort Douglas, Salt Lake City.

Musicians Used as Nurses.

The members of the Twenty-fourth's band had little to do as musicians after they landed on Cuban soil. They were soon impressed into service as Red Cross nurses and from all accounts did excellent work in the field. One of the musicians, Fitch, a cornet player, had his right thumb shot off while caring for the wounded during the fight at El Caney. "The Spanish sharpshooters in the tree tops were making things mighty uncomfortable for the men of the Red Cross just at that time," said Bandmaster Scheffer yesterday. Fitch was left at Fort Monroe with the other sick and wounded, all of whom, including thirty-five Seventy-first New York men, Scheffer said, were doing well.

The general health of the men in Cuba was fairly good when the City of Washington left, according to Scheffer, but he feared that yellow fever would seen become epidemic unless the men were removed from the coast and low lands.

The men highly commended Lieut. Col. Roosevelt, now Col. Roosevelt. Private Beatty of the Twenty-fourth said that "Teddy was in the thick of every scrap, and was always looking for more."

Chief Officer Cornell of the City of Washington, speaking of the naval fight, said:

"The Spaniards put up a stiff fight for a short time, but things had not gone very far before they realized that they were up against it good and hard. The Vizcaya was literally shot to pieces. When I last saw her, her mainmast was lying across her forward guns, and she looked like a tin can that had been peppered by a shotgun at close range."

A Wounded Spaniard Picked Up.

On the day after the fight the City of Washington picked up a wounded fireman belonging to the Spanish cruiser Almirante Oquendo. The man had been swimming in the water for many hours, and was taken on board in an exhausted condition, suffering from a severe wound in the right leg. He was afterward transferred to the hospital ship Solace.

The City of Washington is to be ready to sail from this port on Wednesday. What her orders will be was not known.

ARRIVAL OF THE RESOLUTE.

She Took on Over 500 Well-Dressed but Ravenous Prisoners After Cervera's Fleet Was Destroyed.

The Resolute anchored off Tompkinsville yesterday afternoon and soon afterward a navy yard lighter went alongside and put aboard two six-pounder guns and mounts. Men were immediately put to work installing the new guns, which give the armed transport now four six-pounders for her armament. The guns are all forward.

The Resolute is commanded by Commander J. G. Eaton. She left New York on May 24, and after calls at Newport and at Norfolk she proceeded to Santiago with 115 naval apprentices and a large quantity of provisions and ammunition for the fleet.

The Resolute lay to the east of Santiago Harbor when the Spanish fleet came out and at once started eastward to notify Admiral Sampson. The Admiral had already heard the firing, however, when the Resolute approached, and was heading for the scene of action.

The Resolute also saw the Austrian warship which caused uneasiness on the City of Washington, and believing her to be a Spaniard ran along the lines, firing signals to the transports and other vessels, to give notice of the supposed enemy's approach. She then followed after the pursuing American fleet, and, running rather close to shore, narrowly escaped being struck by shells from the fortifications at Santiago. A number of missiles struck the water very close to her. After the battle 497 men and 14 officers were brought aboard as prisoners. None of the Spanish commanders was among them, however. The prisoners were remarkably well dressed, many appearing in new suits. It looked, according to an officer of the Resolute, as though the Paymaster of the Cristobal Colon, from which most of the prisoners came, had opened up the stores to the men to help themselves. They were almost famished, however, for want of food. They said they had had nothing to eat for twenty-four hours. They ate ravenously. It was almost impossible to supply them with enough water. They seemed very grateful for the treatment they received.

The officers of the Resolute said they considered the talk that wine had been opened to the men on the surrendered vessels, and that they all got drunk, to be without foundation. The prisoners which came aboard were not in a condition to warrant any such charge. There might have been two or three who were somewhat under the influence of liquor.

The Resolute went to Guantanamo the night after the battle, and there she transferred 210 of her prisoners to the St. Louis. The following day sixty-five more prisoners were put aboard, and two days later, the entire number aboard her, 362 men and four officers, were put on the Harvard.

The Resolute was ordered to Charleston, and from there to Newport News. After coaling there she came on to New York. She is to come up to Pier 18 North River to-day, and is to take on provisions and a lot of nurses who are going to the front.

The Resolute carries a crew of 103 men and fourteen officers.

THE BUFFALO COMING HERE.

Officially Suspected of Being Infested with Yellow Fever Germs, She Will Be Thoroughly Repaired.

WASHINGTON, July 17.—The auxiliary cruiser Buffalo, purchased by the Government from Brazil and formerly known as the Nictheroy, is to be sent to the New York Navy Yard instead of to Portsmouth to be refitted and receive her armament.

This decision concerning the much-discussed vessel is believed to be final. When the Buffalo reached this country from Brazil she went first to Newport News. There it was found that some work would have to be done on her machinery before she would be ready to be turned over to the Government. Accordingly she proceeded to New York.

Her repairs completed there, she returned to Norfolk, making her inspection trip meanwhile. The Naval Construction Bureau was preparing to begin converting her into a cruiser when Surgeon General Wyman put a veto to the process on the ground that, as the ship had been for several years in a fever-infected port, it would be dangerous for the work of refitting her to proceed as far south as Norfolk.

He at first insisted on the ship being sent as far north as Portsmouth, N. H., to insure the neutralizing of any fever germs that might remain in her by the cool climate.

Then the Navy Department began to discuss the question of whether it would not be better to abandon the idea of making a fighting ship out of the Buffalo, and utilize her instead as a collier.

It was argued that as there is no Spanish Navy to fight there is no need of any more auxiliary cruisers, and that to equip another would be a waste of money. This proposal aroused a storm of protests. A crew for the ship has been enlisted at Buffalo, N. Y., from the Naval Militia there, including many young men of the best families of the city. Buffalo had secured the naming of the vessel after the expenditure of much energy and with great publicity, and had contributed the men to man her. These men had gone aboard the recruiting ship at Norfolk, and were already becoming impatient for service at sea.

From them and from their friends and Congressmen and Senators the protests came with such force that the Secretary of the Navy was compelled to abandon his new plan, and order that the equipping of the Buffalo as a man-of-war proceed. Instead of this being done at Portsmouth it will be done at New York, where it is believed that there will be no danger from the yellow fever germs, of which the vessel is officially suspected.

FRESH BREAD FOR SOLDIERS.

Portable Ovens Will Be Furnished at Camps and a Bakery System Established in the Field.

WASHINGTON, July 17.—Commissary General Eagan is inaugurating in the various large camps of the army in this country a system of field bakeries by which he expects to be able to supply the men with fresh bread of a quality superior to that now furnished by contract and at a saving which will be of great advantage to the soldiers themselves.

Portable ovens of a type approved by experience and scientific judgment are being supplied to the various commands. The ovens for a brigade will, when convenient, be massed together so as to form a brigade bakery, under the supervision of a commissary officer who understands the business of making bread. Bakers to manage these ovens will be secured from the different companies where they happen to have professional bakers among the enlisted men. Otherwise they will be employed from civil life. These bakers are not a part of the military strength provided by law, and their pay will come from the saving effected in the difference between the cost of bread and flour in an army ration. This ration includes eighteen ounces of flour or eighteen ounces of fresh bread. Eighteen ounces of flour will make that weight of bread and have six ounces of flour left.

In other words, a saving of one-third of the flour ration is effected. This goes to the credit of the company when the company is doing its own baking. Commissary General Eagan estimates that with his system of portable ovens and brigade bakeries it will be possible for a brigade, by good management, to pay its bakers and save $2,500 per month on the flour ration. All of this amount left, after paying incidental expenses, would be divided among the men of the brigade pro rata. This system of camp bakeries has been installed at Camp Alger during the past week. It has been in operation to some extent at Tampa, and the Commissary General is informed that the men pronounce the bread they get more satisfactory than that formerly furnished to them by outside bakers under contract.

In case the army is to remain long in Cuba it is proposed to establish portable bakeries in the camps there, so as to give the men who have borne the brunt of the war so far an opportunity to feast on fresh loaves instead of hardtack. The scheme of field bakeries is entirely different from and independent of that for the enlistment of army cooks provided for by act of Congress. The army cooks are to be counted in the numerical strength of the company, and are to be regularly enlisted men, paid by the Government. The bakers are to be outsiders, employed independently, and paid out of the saving in the preparation of the ration.

PATRIOTISM AT OCEAN GROVE.

OCEAN GROVE, N. J., July 17.—The seventh day's services of the fourteenth annual session of the Ocean Grove Sunday School and Chautauqua Assembly took place to-day. There were two meeting at 9 o'clock this morning, one in the Tabernacle and one in the Young People's Temple, where the principal speaker was the Rev. Dr. Norton of Baltimore.

Dr. Norton, in the course of his address, spoke of the temptation offered the Spanish sailors to drink at Santiago, cited the destruction of the fleet through drunkenness and debauchery as a warning to the young, and lauded the American sailors for their valor and sobriety. In one of his passages while referring to the sailors of the American fleet the congregation became so wrought up that they began a vigorous clapping of the hands, while one or two so far forgot themselves as to send up a cheer. At this juncture the Rev. C. H. Yatman, who was presiding, jumped to his feet and rebuked the congregation for this lack of observance of the rules of the grounds, which forbid applause. His effort to repress the enthusiasm of the people, however, was futile, as they managed to give full vent to their pent-up feelings before his voice could be heard.

Eight thousand persons attended a religious meeting on the beach in the evening.

O'Neill's

Sixth Ave., 20th to 21st St.

Women's Serge Suits

at $5.98 is extra news from the great suit room.

Think of how handy it is to have a serge suit to put on, no matter where you happen to be—seashore, mountain, country, or at home!

To-day we start to sell

These men tailored suits, with fly front, walking coat, lined with satin rhadame, the skirt being well shaped, percaline lined and velveteen bound, at . . . $5.98

And we believe that never before have you had an opportunity to get equal suits under $9. The chance is wonderful. Grasp it!

H. O'NEILL & CO.

SHIPPING AND FOREIGN MAILS.

Miniature Almanac This Day.

	A. M.		P. M.		P. M.
Sun rises	4:44	Sun sets	7:28	Moon sets	.....

High Water This Day.

	A. M.		A. M.		A. M.
S. Hook	7:22	Gov. Isl'd	7:48	H. Gate	9:37
	P. M.		P. M.		P. M.
S. Hook	7:21	Gov. Isl'd	7:42	H. Gate	9:31

Outgoing Steamships.

TO-DAY, (MONDAY,) JULY 18.	Mails Close.	Vessels Sail.
Finance, Colon	12:00 M. *1:00 P. M.	2:00 P. M.
TUESDAY, JULY 19.		
Algiers, New Orleans	....	3:00 P. M.
Seminole, Charleston	....	3:00 P. M.
WEDNESDAY, JULY 20.		
Germanic, Liverpool	9:00 A. M. *10:30 A. M.	12:00 M.
Irrawaddy, Grenada, &c.	12:00 M.	2:00 P. M.
Noordland, Antwerp	10:00 A. M.	12:00 M.
Coleridge, Pernambuco, &c.	1:00 P. M.	3:00 P. M.
THURSDAY, JULY 21.		
Prins Willem I., Haiti, &c.	10:30 A. M.	1:00 P. M.
FRIDAY, JULY 22.		
Dalecarlia, Pernambuco	11:00 A. M.	1:00 P. M.
SATURDAY, JULY 23.		
Athos, Fortune Island, &c.	10:00 A. M. *10:30 A. M.	2:00 P. M.
Chester, Queenstown and Southampton	10:30 A. M.	2:00 P. M.
Ems, Naples, &c.	7:00 A. M.	10:00 A. M.
Ethiopia, Glasgow	10:00 A. M.	12:00 M.
Hekla, Norway	11:00 A. M.	1:00 P. M.
La Navarre, Havre	7:00 A. M.	10:00 A. M.
Rotterdam, Rotterdam	8:00 A. M.	10:00 A. M.
Umbria, Queenstown and and Liverpool	5:30 A. M.	9:00 A. M.

*SUPPLEMENTARY MAILS.—Additional supplementary mails are opened on the piers of the American, English, French, and German steamers and remain open until within ten minutes of the hour of sailing.

TRANSPACIFIC MAILS.

Mails for Australia, (except West Australia,) New Zealand, Hawaii and Fiji Islands, per steamship Warimoo, (from Vancouver,) close here daily after July 8 and up to July §21 at 6:30 P. M. Mails for China, Japan, and Hawaii, per steamship Gaelic, (from San Francisco,) close here daily up to July 20 at 6:30 P. M. Mails for the Society Islands, per ship City of Papeiti, (from San Francisco,) close here daily up to July 25 at 6:30 P. M. Mails for China and Japan, (specially addressed only,) per steamship Empress of India, (from Vancouver,) close here daily up to July §25 at 6:30 P. M.

§Registered mail closes at 6 P. M. previous day.

Incoming Steamships.

TO-DAY, (MONDAY,) JULY 18.

Avona, Antwerp, July 2.
Blaamanden, Rotterdam, July 1.
Chesapeake, London, July 3.
Chester, Southampton, July 9.
Cufic, Liverpool, July 8.
El Monte, New Orleans, July 13.
Linda, Gibraltar, July 2.
Nacoochee, Savannah, July 14.
Pontiac, Gibraltar, July 4.

TUESDAY, JULY 19.

Altai, Port Limon, July 12.
Friesland, Antwerp, July 9.
Holstein, Jamaica, July 13.
Polycarp, Barbados, July 11.

WEDNESDAY, JULY 20.

Ethiopia, Glasgow, July 9.
Merida, St. Lucia, July 12.

THURSDAY, JULY 21.

Allianca, Colon, July 14.
Trave, Bremen, July 12.

FRIDAY, JULY 22.

Excelsior, New Orleans, July 16.
Exeter City, Swansea, July 8.
Friedrich der Grosse, Bremen, July 9.
Fuerst Bismarck, Hamburg, July 14.
Phoenicia, Hamburg, July 10.
Syria, Havre, July 10.

SATURDAY, JULY 23.

Cymric, Liverpool, July 13.

Arrived—Sunday, July 17.

SS Rotterdam, (Dutch,) Van der Zee, Rotterdam July 7 and Boulogne 8th, with mdse. and passengers to Holland-America Line. Arrived at the Bar at 1:20 A. M.

SS Boadicea, (Br.,) Jacobsen, London July 7, with mdse. and passengers to Sanderson & Son. Arrived at the Bar at 9:15 A. M.

SS Minister Maybach, (Ger.,) Prelle, Danzig June 28 and Shields July 2, in ballast to Gustav Heye. Arrived at the Bar at 7:30 A. M.

SS La Navarre, (Fr.,) Fagolio, Havre July 9, with mdse. and passengers to Compagnie Generale Transatlantique. Arrived at the Bar at 1:30 P. M.

SS America, (Br.,) Pearce, London July 6, with mdse. to New York Shipping Co. Arrived at the Bar at 12:20 P. M.

SS Maskelyne, (Belg.,) Russell, Santos, &c., June 19, with coffee and one passenger to Busk & Jevons. Arrived at the Bar at 3:45 P. M.

SS City of Kingston, (Br.,) Nickerson, Port Maria July 11 and Port Antonio 12th, with fruit to American Fruit Co. Arrived at the Bar at 5:30 P. M.

U. S. transport City of Washington, Stevens, Siboney July 8, and Newport News, Va., 16th.

SS Princess Anne, Hulphers, Norfolk, with mdse. and passengers to Old Dominion Steamship Co.

SS Norge, (Nor.,) Paulsen, Kingston, Jam., July 1, via Hampton Roads 16th, in ballast to Norton & Sons. Arrived at the Bar at 6 P. M.

SS Manitoba, (Br.,) Gates, London July 7, to the New York Shipping Co.

Ship Henry B. Hyde, Colcord, Honolulu 109 ds., with sugar to Welch & Co.—vessel to Flint & Co.

Bark Golden Rod, (of Windsor, N. S.,) McBride, Buenos Ayres 42 ds., with hides to U. S. Leather Co.—vessel to master.

Bark Glen Afton, (of Annapolis, N. S.,) Mundy, Maoris 13 ds., with sugar to T. W. & P. Armstrong—vessel to Scammell Bros.

Brig Clyde, (of Lunenburg, N. S.,) Strumm, Azua 18 ds., with mahogany, &c., to J. T. Williams & Son—vessel to Miller & Houghton.

SANDY HOOK, July 17—10:30 P. M.—A large steamer which came from the South has just anchored near the Lightship. She is probably the St. Louis.

WIND—Sandy Hook, N. J., July 17, 9:30 P. M., south, light breeze, cloudy.

Sailed.

SS Leon, (Nor.,) for Port Antonio.
SS Sirius, (Dan.,) for Copenhagen, &c.
SS Culver, (Br.,) for Manchester.
SS Belgian King, (Br.,) for Montreal.
SS Washington, (Ger.,) for Flushing for orders.

Notice to Mariners.

MOBILE SHIP CHANNEL THIRD BEND LIGHT NO. 3—ALABAMA.

Notice is hereby given by the Lighthouse Board that on or about July 15, 1898, an additional fixed red light (lens lantern) will be established about 2 feet vertically below the present light, on the westery side of the dredged channel, at the third (instead of the second) bend, northerly end of Mobile Bay.

This notice affects the "List of Lights and Fog Signals, Atlantic and Gulf Coasts, 1897," Page 154, No. 898, and the "List of Beacons and Buoys, Eighth Lighthouse District, 1898," Page 11.

By Cable.

LONDON, July 17.—SS Aurania, (Br.,) Capt. McKay, (from Liverpool,) sld. from Queenstown for New York at 9 A. M. to-day.

SS La Touraine, (Fr.,) Capt. Santelli, from New York, arr. at Havre at 10 A. M. to-day.

SS Barbarossa, (Ger.,) Capt. Richter, from Bremen for New York, passed Dover to-day.

SS Southwark, (Br.,) Capt. Bence, from Antwerp for New York, passed Prawle Point to-day.

CASTORIA.

Bears the Signature of Chas H. Fletcher

The Kind You Have Always Bought

The Wanamaker Store

Finest French China—Half and Less

A Sale Without a Precedent in this Country

A STORY of this importance, concerning china, has never before appeared in any American advertising. It is the more important because it comes at a time when all indications point to a rise in china prices.

The Wanamaker Stores produce this morning Eighty Thousand Dollars' worth of Haviland China, and offer it at

Half Prices and Less

In stating the maker's name (Theodore Haviland, of Limoges), an almost sufficient description of the goods is given. *All the goods are new,—intended for this season's selling.* Note that.

People who know Haviland china will understand why the advertiser makes no effort to describe the beauties of the goods. It would not be Haviland china if it could be described. The wonderful richness of decoration, the characteristic depth and glow of color, the exquisite grace of design and the transcendent skill of execution are matters famous throughout a world, and require no further aid to publicity. In the collection of Fancy Plates herein mentioned are many wholly new Haviland ideas, including the superb ox-blood-and-gold combination and the customary season-changes in the always beautiful Haviland blue and gold.

Many of these prices are but *one-third* of what the goods would (if obtainable at all) cost at retail to-day. None is more than one-half.

HAVILAND DINNER SETS—Four kinds, all with handsome flower decorations and gold handles or gold stippled.
At $18—101 pieces; was $28.
At $25—125 pieces; was $40.
At $27.50—113 pieces; was $42.50.
At $30—113 pieces; was $47.50.
OTHER SETS
At $3—13-piece berry set, value $6; another sort at $5.50 that was $12.
At $16—13-piece game set; value $30.
At $18—13-piece fish set; value $35.
At $20—19-piece meat set, consisting of 12 dinner plates, 2 covered vegetable dishes, 1 large meat dish and 1 sauce toureen.
RICH FANCY PLATES—A great assortment, only one line of which is mentioned here.
At $9 doz.—Dessert size; regularly $20.
At $13 doz.—Breakfast size; regularly $27.50.
At $15 doz.—Dinner size; regularly $36.
ICED RELISH DISHES
80c. for the $1.75 kind.
$1 for the $2 kind.
$1.40 for the $3 kind.
$1.60 for the $3.50 kind.
CUPS AND SAUCERS
At $4.75 doz.—Tea cups and saucers, that were $10.
At $4.25 doz.—After-dinner cups and saucers, that were $9.
At $6 50 doz.—Chocolate cups and saucers, were $13.50.
MISCELLANEOUS ARTICLES
At 95c—Bon-bon dishes; regularly $2.
At $1 each—Chocolate pots, teapots, sugar bowls, pitchers; value $2 50 each.
At $1.25—Cracker jars; regularly $3.
As $1 and $1.50—Jelly dishes; regularly $2 and $3.

In connection with this selling of china, attention should again be called to the recently announced purchase of an entire stock of Cut Glass, of the best American makes. We are selling these goods at forty per cent. under prevailing retail prices.

$13.50 celery trays are now $7.50.
$12 celery trays are now $7.
$10 celery trays are now $6
$16 bowls, 10 in., are now $10.
$15 bowls, 9 in., are now $9.
$12 bowls, 8 in., are now $7.
$5 spoon trays are now $3.
A table on the main floor is devoted to cut glass salts and peppers and syrup jugs. These, too, are very attractively priced:
At 50c. each—Salts and peppers, sterling, silver tops; also some at 75c. each.
At 15c. each—Salts and peppers, with plated tops.
At $1.25 each—Syrups, with plated tops.
There's also a line of pressed glass salts, peppers, with sterling tops, at only 20c.

Men's Shoes, Less Than Half

THIRTY-FIVE hundred more pairs came in Saturday to fill the gaps made by Friday's selling. It is only a beginning,—there are eighteen thousand pairs, all told.

We told you about them Friday. They are all fine shoes, in tan and russet and chocolate,—the trade calls them "colored" shoes.

There are eight shapes, running all the way from the frankly comfortable to the extremely pointed. There are:

The London **The New London** **The English** **The Broadway**
The Boston **The Grecian** **The French** **The Bulldog**

All this season's models, intended for the finest trade. The leathers are Vici Kidskin, Willow Calfskin, and Russia Calfskin. Lace or Congress. All are Goodyear welt shoes;—there's nothing better, not even hand sewing.

Regular Retail Values, $3, $3.50 and $4. Choose at $1.90 a Pair

Silk Cutting

THESE new prices are not the half prices that obtain throughout most of our news this morning, but they are low enough to make a stir. While not half prices, they are not far from half values, for our original figures were considerably below the established retail market.

They are good silks, sacrificed to the Moloch "Advancing Season." There is nothing the matter with them. They would not be acceptable sacrifices, if they had blemishes.

At 60c. yd.—All the desirable Summer shades, in 8 styles of cameo checks, plaids and Pekin stripes; Saturday's price was 85c.
At 70c.—41 styles of Taffetas, in Roman stripes, barre stripes and rich plaids; also broche silks in all attractive Summer tints; was $1 on Saturday.
At 90c.—19 styles of black-and-white plaid Taffetas; some in ombre stripes and barre stripes with hair-line checks, black and colors on white grounds; also some Pekin striped Taffetas; was $1.25 on Saturday.
At $1—4 styles of fancy Taffetas, in checks or stripes in pretty light colors; was $1.35 on Saturday.
At $1.35—7 styles of rich fancy silks in stripes and bars; barre weaves of color on colors in handsome effects; was $2.

Cotton Dress Goods Bargains

A LOT of fine French printed cottons, in a great assortment of beautiful designs, met with the price-cutter on Saturday. The result was disastrous to their former figures. Some were made less than half. Among them are these:

COTTON DRESS GOODS
At 22c. yd., reduced from 35c.—French Printed Grenadine Carreaux, in about twenty pretty and unique designs; white on grounds of navy blue, black, heliotrope or cardinal.
At 22c. yd., was 45c.—French printed Plumetis, in selected patterns of handsome floral printings on white, navy blue, black or tinted grounds; about 25 designs.
At 25c. yd., was 37½c.—French printed Carreaux, in 35 patterns; many beautiful floral printings.
At 16c. yd., was 25c.—Fine printed Organdies; cloth made in Alsace, the printing by the best printers in America; work rivals that of the Frenchman. All in choice floral printings.
AMERICAN COTTON DRESS GOODS
At 5c. yd., regularly sold at 12½c.—Plain Chambray Ginghams, made of combed cotton yarn, fine and evenly woven; the lowest price ever known was 12½c.; light gray, slate, pink, brown, ecru; about 7,000 yards only.
At 8c. yd., regularly 16c.—Printed Batiste in floral designs.
At 9c. yd., regularly 12½c.—Printed Dimity in small floral designs and figures.
At 9c. yd., regularly 15c.—Printed figured Swisses in figures and stripes, on navy blue and black grounds.
At 10c. yd., regularly 18c.—Printed crinkled Lawn, in floral designs, on tinted ground.
At 10c. yd., regularly 18c.—Printed Broche striped Lawns, in floral designs on white grounds.
CRISPENE
At 18c. yd., regularly 35c. and 45c.—When present stock is exhausted you will pay the higher prices again. About thirty-five designs; many who purchased these goods last year have duplicated their orders this season. For Summer outing gowns no better fabric is known; soft shades of blues, browns, tans and greens, weaves of duck, diagonal and armure.

Fourth avenue.

Men's Underwear; Big Price Reduction. THIS is a semi-annual sale to remove surplus stock quickly. There shall remain no Summer underwear here at the close of the season. Some of the lines are broken, a size missing here and there. Styles, however, are all new and desirable.

At 50c.—Qualities that were $1, $1.25 and $1.50. Of cotton or lisle thread, in plain colors, dots, stripes and mottled effects. These will not be on sale till 9:30.
At $1—Qualities that have sold at $2 and $2.50. All fancy effects, of cotton, lisle thread, cashmere, silk-and-lisle, silk-and-worsted. Some fine medium weights in this lot that are good value at $2.50.

Women's Underwear and Stockings. GOOD qualities in both the offerings below, and the prices low enough to remove them from the underwear store in a rush. First lot concerns vests:

At 3 for 25c.—Sold only this way. They're of fine ribbed cotton, low necks, plain or fancy trimmed, light weight. They have been 12½c. each. Thus you get one garment without cost.
STOCKINGS.
At 12½c. pair—Fine gauge fast black cotton, seasonable weight, spliced heels and toes; Louis Hermsdorf dye; sizes 8. 8½ and 9 only. Properly priced they'd be 20c. a pair.

Broadway.

A Clear-up of Parasols. NEW seasons here are begun with new stocks. We have more of this Summer's sunshades now than we consider advisable at this date. A clear-up is ordered, and thus greatly lowered prices. The assortment is still very complete—all the new and beautiful styles are shown, in the severely plain up to the elaborately trimmed ones.

At $1; values up to $3.50.
At $2; values up to $5.
At $3; values up to $10.

Not on sale until 9:30 this morning.

Broadway.

JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, 4th ave., 9th and 10th sts.

PRINCE VICTOR EMMANUEL.

He and His Aide de Camp Spent a Quiet Sunday at Newport.

NEWPORT, R. I., July 17.—Prince Victor Emmanuel of Italy and his aide de camp, Signor di Carpeneto, passed a very quiet day here, as is always the custom of the Prince on Sundays. During the afternoon he enjoyed a drive with Mrs. J. Thompson Spencer, while Signor di Carpeneto was driven by Mr. Spencer. During the drive the Prince stopped at the golf club. To-morrow evening Mrs. J. Thompson Spencer will give a large dinner party at her villa on Ochre Point, after which the Prince will attend the hop at the Casino.

To-morrow morning the Prince will bathe at Spouting Rock Beach, and in the afternoon he will dine with Mr. Willing Spencer at the golf club. The Prince will remain until Aug. 1, when he will go to New York, and thence visit the Rocky Mountains and remain there till Fall.

J. C. Biglin Hurt in a Runaway.

FAR ROCKAWAY, L. I., July 17.—Joseph C. Biglin, formerly Assistant Appraiser in the New York Customs House, and now a large contractor of Queens County, met with a serious accident here this afternoon. He was out driving with his wife when his horse took fright at a railroad train and ran away. In turning a corner the carrige upset. Mr. Biglin had his left leg broken and received internal injuries. Mrs. Biglin was badly shaken up, but was not seriously injured. Mr. Biglin holds contracts for the improvement of some forty miles of roadway in Queens County.

Body of William McKenna Found.

The body of William McKenna of 198 Collier Street, Brooklyn, was found in the river at the foot of Webster Avenue, Hunter's Point, Queens, yesterday. He had been missing since Friday. On Friday night he was seen on board of a canalboat at the foot of Webster Avenue and it is supposed he fell into the water.

BATTLE OF EL CANEY

Fierce Contest Between a Brave Army and a Stubborn Foe.

GREAT SACRIFICE OF LIFE

Infantry Compelled to Do Work Fit Only for Artillery.

Marvelous Display of Heroism on the Part of Our Troops—Surprising Features of the Battle.

BATTLEFIELD OF EL CANEY, July 1.—Our troops have just fought and won the battle of El Caney. The first gun was fired at 6:45 A. M., and the last sputtering of musketry died away over the tall hills at the back of the village as the sun was setting beyond Santiago. It has been a terrible day—perhaps unnecessarily terrible—and the soldiers who fought through it and performed the prodigies of valor and endurance they were called upon to attempt will remember it as vividly as if they had passed blistered and seared through a living furnace.

These men were called upon to do what should not be expected of troops in modern warfare. From sunrise until sunset, with only an occasional short intermission, they had to face an enemy strongly intrenched, hidden behind an underbrush so dense it could not be pierced by the eye and scarcely even by a bullet, and this enemy trained in exactly that sort of fighting and armed with one of the most effective of magazine rifles.

Unnecessary Sacrifice of Life.

When ordered to advance against almost certain death there was no hesitation. Our soldiers had waited for just that moment, and for just that order. They rushed forward with exultation to the sacrifice. But the sacrifice should not have been necessary.

In looking back over the hurried and multitudinous events of the day there seem to have been many things that may have been wisely ordered, but which looked like blunders. We went in to fight a skirmish and ended by fighting a severe battle. We started with the purpose of running the Spaniards out of El Caney, while a small part of our troops should make a demonstration against Santiago and another part a feint in front of Aguadores, and we had to struggle hard for every inch of ground in El Caney, while the demonstration against Santiago developed into a pitched battle and the feint beyond El Pazo toward Aguadores turned into a scene of carnage.

Spaniards Hard Fighters.

At El Caney we were clearly deceived. The enemy was stronger, better fortified, and fought more stubbornly than we expected. In fact, the Spaniards showed skill, valor, and bulldog pluck throughout the battle. They had well utilized the natural advantages of their position, had made intrenchments behind hedgerows, dug rifle pits in every sheltered place, strengthened their blockhouses until each was indeed a little fortress, as their name "fortinas" implies, and had made as defensible as possible every substantial house in the village. Besides this, they were well led, and fought as spiritedly as if they had been defending Madrid instead of a pitiable little pesthole in unfaithful and costly Cuba.

Lack of Artillery.

To rout out so courageous an enemy, so strongly fortified, we had to use the rifle only. Our artillery, consisting of one battery of four field guns of 3.2 calibre, did some excellent practice, but inflicted very slight damage. It took its first position on a knoll easily commanding the village 2,400 yards away, and began firing shortly before 7 o'clock. It kept up a desultory fire from that time until about 3 in the afternoon, when it went over toward the left of El Caney to support Gen. Lawton. Here it fired a few shots, but the enemy had already been subdued, at fearful cost, with the rifle.

I spent Thursday night in our mess camp about a mile from the field of battle. When we pitched our camp in the evening it was ahead of the advanced post and on the furthest picket line. In the night the artillery passed on up the hill road toward El Caney and took the position that had been selected in the morning. Other troops were moving by all night, and by midnight all of the Second Division, under Gen. Lawton, who was to direct the fighting, had taken its stand where it could deliver the blow in the early morning. The night was so filled with turmoil and excitement that sleep was almost impossible. We kept watch until just before daylight, relieving one another by turns, and at 4:45 A. M. started after the troops. We came up with them in twenty minutes, and waited for the battle. No one expected the severe and brilliant fighting we were to witness.

Spaniards Awaiting Attack.

The gunners stood ready at their pieces. Officers had ascertained, in the dim light, the exact range for the guns, and they waited for the sun to appear above the tall peaks to our right to light up their targets. They did not want to waste ammunition, and the Spaniards showed no inclination to open the fight. They seemed still asleep in El Caney, and there was no sign of life in the blockhouses, in the ramshackle village, or in the brick fort. We did not know it then, but every silent row of bushes, almost every leafy tree, and every clod of earth big enough to shelter a man was alive and awake. Spanish rifles lay thick in the sleepy-looking hamlet, and were ready to sting.

Suddenly, in tropic splendor and with tropic swiftness, the sun flamed above the mountain crest. I have never seen a more beautiful, a more magnificent spectacle. The sun seemed a huge ball of fire, ablaze on the topmost peak. It had not yet assumed that white glare it has at a higher station in the heavens, but semed a fire kindled on some vast altar height. Its first beams fell in radiance on the doomed village of El Caney, and flooded the brick fort until the ugly little fortification glowed like a jewel.

Flag Run Up at El Caney.

As the sun's rays illumined the building the Spanish garrison raised their flag to the top of the staff. They ran up the banner with a fine show of spirit, as if they felt it was a defiance and would at once challenge the fire of our guns. As it went fluttering up the pole, the yellow band catching and flashing back the sunlight, the Cubans shouted, "la bandera." They, too, felt it was a gage of battle. But the guns still held their peace, and the Spaniards, after their first defiance, remained passively waiting for us to announce the opening of the battle. Capt. Capron, in command of the battery, reserved his fire until the brigades of Chaffee and Ludlow got into position.

To Gen. Lawton, in command of the Second Division, was assigned the task of carrying El Caney, sweeping the Spaniards on toward Santiago, and then forming a junction with Col. Evan Miles, commanding a brigade, and press on to the city. He took his stand with the artillery on the knoll, whence he directed the battle.

Our Troops Take Positions.

Gen. Chaffee led his brigade, composed of the Seventh, Twelfth, and Seventeenth Regiments, far to the right, skirting the bottom of the hills that lift their huge shoulders above El Caney, and along the intricate ravines and valleys which are a mass of tangled underwood. He was prepared to strike the Spaniards on their extreme left flank.

Gen. Ludlow took his brigade, the Second, Eighth, and Twenty-second Regiments, to the centre. He was to advance upon the Spanish lines along their entire front, and press, at the same time, toward their right flank, so as to cut them off from Santiago. He succeeded in both, but had a much harder fight than he expected.

Col. Miles, with a third brigade, composed of the First, Fourth, and Twenty-fifth, advanced still further to the left. His brigade was held as a reserve, and was to rendezvous at the Casa de Crot, (the hacienda of a Frenchman, near Santiago,) with Chaffee's and Ludlow's brigades, for the general advance on the city. He was soon ordered to reinforce Ludlow, however, and led his troops, strengthened by several new regiments, into El Caney.

Rifles Did the Work of Big Guns.

The plan of battle was not fully carried out. Gen. Lawton, from his commanding position, directed the movements of the troops as far as possible, and even looked after the artillery fire. Col. A. L. Wagner voluntarily served on his staff, and Gen. Breckinridge was an earnest observer of all the operations. The little body of artillery was commanded by Capt. Capron. It was not expected, apparently, that there would be much need for artillery; it was assumed the fighting would be done by the infantry. As it turned out, it should have been an artillery battle.

If it had been, we might have captured El Caney, inflicting heavy loss on the Spaniards, and saved our infantry from a murderous fire. The four pieces of cannon riddled, but did not silence the brick fort, which kept up a hot fusillade on Chaffee's brigade, until it was captured by a dashing infantry charge. They knocked to pieces several houses in El Caney, but did not dislodge the enemy. In short, the artillery played little part in the battle. If it could have been used against the intrenched positions of the Spaniards, and at closer range, the battle of El Caney would be quite another story.

El Caney Surprisingly Strong.

This failure of the artillery to play the principal rôle in the action was not due to those in command. It was due to our lamentable weakness in artillery, and also, as I have said, to the expectation that our troops would march through El Caney with little opposition on the part of the Spaniards.

One thing must be said of our artillerists; their shooting was superb. This is especially true of guns Nos. 3 and 4, handled by Lieut. Hamilton. Gunner Neff of No. 4 did magnificent work. He found the range at 2,350 yards, and put every shell just where he was ordered. But, despite these instances of good and effective work, the artillery contributed hardly anything toward a victory which cost us dearly, and which was hardly necessary to our success at Santiago.

Opening of the Battle.

The first shot from Gun No. 1, Battery E of the First Artillery, opened the battle. The shell flew screaming over the valley and struck near the brick fort. Then a second shot was sent toward the fort, and fell still nearer.

When it came to Gunner Neff's turn to fire he trained his piece on the rifle pits directly in front of the fort, and placed his shell right where Capt. Capron told him. As the dust rose in a cloud above the Spanish rifle line our troops on the hill and in the valley in front gave a tremendous cheer.

Then the rifles took up the fire, and, beginning on Chaffee's right, it swelled in volume until it ran round to Ludlow's extreme left, enveloping El Caney in a storm of flame and leaden hail. The storm beat upon the little village fiercely and still more fiercely for ten hours, culminating in a crash of shell and lead that swept over the last rifle line of the enemy and deluged El Caney in fire and blood.

The Enemy Strong and Vigorous.

The plague spot had been defended by the same race that held Saragossa, and the few hundred men who fought there to-day, right or wrong in their fighting, fighting willingly or under the lash of conscription, fought like their forefathers. When the fort was shattered they still held it and fired upon us through loopholes, and even through the great rents that our shots had made. They held their miserable little blockhouses, that a single shell would have knocked over, as if they had been Gibraltars.

One of these blockhouses effectively checked our advance on the right, merely because we could not get our guns at it. There it stood, directly on Chaffee's right flank, pouring a stream of fire into our line, and no rifle fire of ours could stop it. Finally we had to leave it, and let it sting us as we passed by to carry the rifle intrenchments in the village. Later in the evening the blockhouse, isolated by the surrender of the few Spaniards left in El Caney, gave up its heroic resistance, and the little garrison capitulated. If a shell could have been sent into it early in the morning we would probably have captured El Caney by noon. It was a sad commentary upon our deficiency in artillery. A few mountain guns or some Gatlings would have given us an easy and swift victory.

Capron and Breckinridge.

During this part of the battle, before our lines closed in around El Caney, the artillery fire was hottest. Capt. Capron fought his guns as if trying to avenge the death of his gallant son, killed just one week before at Sevilla. It was heartbreaking to watch him, as, with suppressed emotion, he picked out the most vulnerable points in the Spanish line and directed upon them the fire of his cannon.

It made one's heart sore also to see Gen. Breckinridge, father of the brave Ensign, striding sombrely among the deadly guns, bearing on his arm and in his face signs of his great loss.

Amid the thunder crash of the guns, soldiers, staff officers, military attachés, and newspaper correspondents strolled about the knoll, watching the effect of the shots and commenting upon the progress of the battle. Some of the officers and men, who had marched all night, lay down and slept undisturbed by the roar and quaking.

Some Witnesses of the Fray.

But nature was even more tranquil. Only the noisy shell broke the serenity of the day. The shrapnel was particularly noisy. It tore through the air with a snarl as if Cerberus, mute for 3,000 years, had aroused himself to growl at his ancient foe. But the innocent creatures of the forest, where the Spaniard and the Cuban have fought each other to the death for so many years, were as happy as if there were no such thing as war. Turtle doves cooed and flew about the angry guns, circling around them, passing quite close to the curling clouds of smoke that burst from the muzzles, while on every side the quail whistled their love notes.

I was impressed, also, by the indifference to scenes of turbulence and death that the Cuban women and children displayed. Years of struggle had calloused them. I saw little boys watching the battle with about the same interest they would have devoted to some childish game. Women, leading small children and carrying sucklings in their arms, passed along the road over which rifle bullets and shells were flying. Some of these people were continually coming through the Spanish lines into ours during the battle, and many remained in El Caney throughout the fighting, even after our guns began shelling the houses.

The Centre of the Battle.

The chief interest in the fighting centred about the advanced line of Ludlow's brigade and the brick fort, which was the object of Chaffee's attack.

Ludlow was unfortunate in the morning. His advance met the Spaniards in much greater force than was expected. The enemy drove in the skirmish line and forced back the main line some distance before it could seize a good defensive line. When it found such a line it immediately checked the Spanish rush and hurled the enemy back on the town. From this time it was desperate fighting, from hill to hill, from bush to bush, the Spaniards slowly retreating before our steadfast advance.

In the meanwhile, Col. Miles, who was holding his brigade as a reserve, was ordered to the support of Gen. Ludlow. He brought his three regiments to Ludlow's right wing, and the Fourth and Twenty-fifth did magnificent work and aided Gen. Chaffee in striking the decisive blow against the fort.

Gen. Chaffee's Bravery.

Gen. Chaffee took grave personal risks. He led his troops close up to the intrenchments and directed their dangerous advance against the fort, which was the bulwark of the enemy's line. Inch by inch he fought his way through a fire that got hotter every minute, until we could see him leading his staff across a green hill, apparently in open range of the Spanish rifles, and within a quarter of a mile of the fortress. The soldiers cheered him from our hill and from the lines that were groping their way through the thicket.

Shortly after this, about 2:30 P. M., I saw a line of our soldiers issue from the dense foliage of a ravine, and form with calm deliberation on the exposed slope of the hill. It was composed of Company G and one-half of Company C of the Twenty-fifth, (negro) regiment. Instantly, but yet without disordered haste, a line of skirmishers were thrown out, and the fighting line closed up behind. Suddenly the skirmishers made a dash for the summit of the hill and the pierced fort that crowned and defended it. The fighting line dashed after them.

A Fearful Crash of Musketry.

Then came a fearful crash of musketry. The Spaniards were firing from the fort, from the rifle pits around it, from the blockhouses in the town and on the neighboring hills, and from the intrenched lines in the wood. All this fire was concentrated upon that handful of men, but they breasted the torrent and swept on up the steep slope and over the crest.

Now a man dropped back from the rushing line, paused a moment, and sank to the earth. I counted three of them as they fell. The rest dashed on into the heart of the storm. Only once they paused in the charge. It was not because they were stopped by the decimating fire. They paused only to strike back, angered by the hiss and pricking of the bullets. After delivering a fire into the rifle pits and fort, they rose and made their last dash at the biting guns.

Our Soldiers Chered.

Cheer after cheer burst from the parched throats of 3,000 men as they saw the climax of this gallant deed—saw it, recognized its splendid daring, and applauded it.

The Twenty-fifth, coming in with Miles's reserve, was fresher than the Seventh and Twelfth, who had struggled for hours to gain a point from which the final rush could be made, and now, as they were ready to spend their last energy in one heroic endeavor, it was sad to see the prize snatched from their grasp.

Capture of the El Caney Fort.

The men of the Twenty-fifth, closely followed by several companies of the Fourth and Twelfth, leaped into or over the Spanish rifle pits, slaughtering or capturing their defenders, and rushed on to the fort. Here they met with little resistance, except the steady fire from the village and blockhouses, and soon had killed or taken prisoners the few soldiers that had escaped the shells and rifle fire.

I looked at my watch as the first man leaped into the shattered door. It was 2:45 P. M. The Spanish flag had been shot down shortly before.

This did not end the fighting. The Spaniards fled from the intrenchments on the right, left, and front, and concentrated in the village. Our troops gradually closed around them, and the firing slowly lessened in intensity. The Spaniards were being shot down rapidly, and nearly all the reports were from our own guns.

I had soon learned to distinguish the sounds of the different rifles; the old Springfield, with its heavy splutter, as its big bullet struck the air; the flat but quick "pfut" of the Krag-Jorgenson, and the sharp, clear detonation of the Mauser. The Spanish rifle seemed to sing amid the dull discord of our guns.

About 5 P. M. the firing slackened still more and soon died away. A hundred or hundred and fifty of the enemy had surrendered, and the rest had fled over the steep hills behind the village.

Battle Over, Victory Won.

The fight was over, the battle that should have been a skirmish was over; the victory had been won. We had lost in killed and wounded 300 to 400 men and had captured, killed, and wounded not quite as many Spaniards, and we had gained a little pesthole, a plague spot that was not worth fighting for, and which could have been left to its sure fate of capitulation.

But it was or will be a famous victory, as every victory of our arms in this war will be. Beyond this glory we accomplished nothing. Our soldiers showed that splendid courage which has illumined our battlefields since Lexington, and again gave proof of their title as the finest infantry on earth. We should not grudge them that portion of their renown.

Empty or useless, the victory at El Caney will always be writ large in all praises of the American soldier.

STANHOPE SAMS.

THE FIGHT AT EL PASO.

A Serious Battle in Which the Seventy-first New York Distinguished Itself.

BATTLEFIELD OF EL PASO, July 2.—The action of El Paso, though it should have been a mere feint or demonstration against Santiago while we were crushing the Spanish forces at El Caney, developed into a serious battle, in which we gained some advantage but lost severely. Gen. Kent, with the First Division, held our extreme left yesterday, while Gen. Wheeler, with the cavalry division, dismounted, held the centre, and Gen. Lawton the right. Gen. Lawton fought and won El Caney, while Gen. Wheeler cut through the Spanish lines and pressed the enemy back upon his lines outside Santiago. Gen. Kent, when he undertook to make a demonstration against Santiago, found that he had struck the enemy in force, and soon had his hands full to hold his own.

Early yesterday he opened on Santiago with his cannon posted on the hill at El Paso. He had a fair range of 2,400 yards, and his shot fell inside the fortifications of the city with telling effect. The Spaniards replied briskly, and a beautiful artillery duel followed. According to our reports, the enemy's reply grew less and less vigorous, as though we were silencing his guns. The chief object of the artillery fire, to occupy the attention of the Spaniards in Santiago, was accomplished, as their guns were turned on our position at El Paso instead of on our lines at El Caney.

A secondary object was to cover the advance of our infantry. This also was done, but not so effectively. We had three brigades under Gen. Hawkins and Cols. Pearson and Wyckoff, composed respectively of the Sixth and Sixteenth regulars and the Seventy-first New York, of the Second, Tenth, and Twenty-first, and of the Ninth, Thirteenth, and Twenty-fourth. They advanced as rapidly as possible along the road from El Paso to Santiago.

The difficulties of the country at once became apparent. Marching was almost impossible, save along the one narrow road. On each side is an impenetrable undergrowth, the inevitable and inexorable "manigua," through which only a Cuban machete or a rifle bullet can pass. The road, on the other hand, was a deathtrap. The Spanish batteries in Santiago had long since marked the line of the "camino real," or royal highway, as it is called here, and all the guns had the range perfectly. As soon, therefore, as we began marching along this road, which movement was made known to the enemy by the opening of our artillery, the guns from the city began throwing shells into the midst of our columns. They kept this up persistently until they were themselves attacked vigorously by our guns and had to help defend their own infantry lines.

Work of the Seventy-first.

Gen. Kent's division, moving forward rapidly along the road, soon came to the San Juan River, a mile from Santiago, deployed to right and left, and energetically assailed the first Spanish line on the crest of the hill. The Thirteenth and the Seventy-first New York especially distinguished themselves in this fighting. The Thirteenth fought its way savagely up the hill, losing heavily in officers and men, and the Seventy-first bore itself like a veteran regiment.

Up to this time the regulars were a bit incredulous as to the fighting qualities of the volunteers. El Caney and El Paso have effectually disposed of this military superstition. On these fields the Second Massachusetts and the Seventy-first New York have won distinction that has elevated the standing of our entire volunteer force. Old soldiers who witnessed the splendid charge of the Seventy-first on the strongly intrenched Spanish lines at the San Juan say that they never saw better fighting. They rushed up the long slope of the hill under fire of the infantry and artillery, and carried the earthworks and held them. Our artillery now holds the hill the Seventy-first carried so brilliantly. St. Ord was killed in this charge while at the head of his men in the Sixth.

It is hardly possible to appreciate or even understand these two actions of El Caney and El Paso without knowing something of their position relative to each other and to Santiago. These three places form a rough triangle, with Santiago lying to the west on the bay, El Caney almost north, distant about two miles, and El Paso northeast of Santiago and a little southeast of El Caney, about two miles from the former and four from the latter. Still nearer Santiago and within this triangle is the spot or district called San Juan. It is just over the ford of the river of the same name, and is the place where the New York boys distinguished themselves in the battle of El Paso.

Owing to the nature of the ground and the thorough knowledge of it possessed by the enemy we have suffered very seriously. In the action of El Caney we lost in killed and wounded as many men as the Spaniards had engaged; that is to say, they fought us with about 500 men, and they killed and wounded about 500 of our troops. At El Paso we lost fully as many more. The hospitals report about 1,000 wounded. No one yet knows the total of deaths. It can hardly be less than 300. Some of these casualties should be credited to the fighting at San Juan this morning and to the ceaseless fire of the Spanish sharpshooters.

The Murderous Guerrilleros.

The guerrillero, or guerrila, fighter, has done much deadly work in the last two days. Up to the fighting at El Caney we heard nothing of these bushwhackers. It was and is the Spanish policy to wait for us to begin. They did not fire a gun until we had pounded them severely; then they fought in every way known to war and murder. Many of these guerrilleros remained in the wood to our left and right when we marched from Siboney to El Caney. When the firing of our guns at the latter place renewed the fighting these sharpshooters began picking off men along all the roads. Several of our soldiers have been killed between the headquarters at the Rio Seco and Siboney, and several more have been shot close to the general camp. These bushwhackers respect nothing. To-day they have fired a number of times upon our hospitals, and have killed several doctors and litter bearers.

As I passed along the road about sunrise this morning, walking across from the field of El Caney, four miles away, I heard the sharpshooters firing at us from the trees and bushes. Bullets whizzed by me now and then, and increased in frequency as I approached the San Juan River. Just ahead of me four guerrilleros were shot dead in some cocoanut palms. A squad of our soldiers discovered one of them as he had discharged his gun. A dozen fired at him at the same time, and his rifle fell through the leaves. Then there was a struggle in the cluster of leaves, a clutching at the soft, yielding, treacherous branches, and the Spaniard tumbled headlong forty feet to the ground.

At El Caney, the evening before, as the soldiers were firing from a sunken road, they noticed that a sharpshooter was picking off their men. They looked everywhere, but could not find the secret foe. The firing continued at regular intervals, and a soldier fell at about every shot. The sharpshooter had killed or wounded four or five of our men before he was discovered. Sergt. John T. Moore of the Twenty-fifth saw him and shot him.

The bushwhackers along El Paso road were even more daring and successful. They fired upon us incessantly and shot down soldiers all along the line of four miles of the tortuous route. I saw wounded men lying on the side of the muddy road, and, in reply to my questions, the almost invariable reply was "sharpshooters." They didn't shoot accurately, but they kept at it. If they had been good marksmen they could have picked off hundreds where they killed a dozen.

Bravery of New York Boys.

When the action at San Juan was renewed early this morning I pressed on to the front, crossed the San Juan River, and went up to the firing line, where the Seventy-first New York was still holding the line of fortifications it had won. The boys were acting magnificently. Shrapnel from the Spanish guns screamed and snarled above and around them, and rifle bullets whistled angrily over the low line of earthworks, but the volunteer kept steadily at his work. He, too, as much as the regular soldier, had come there to win or die. And many died, but all won.

I sat down, tired out by a long, harassing march and several nights without sleep, and began writing. Suddenly I realized that I was in the range of a number of sharpshooters, who were picking away at every head visible. A doctor was killed by my side, shot through the brain, and three other men were badly hit. This method of killing demoralizes the soldiers far more than the greater but more open slaughter of the battlefield. They face the roar of the artillery and the deadly hiss of the Mauser bullets without flinching, but they shrink from the shot from ambush, and immediately enter upon a discussion of the articles of war, the Geneva convention, with pertinent suggestions about hanging the murderers, as they call them.

These guerrilleros have two very decided advantages over our men, in addition to the superlative one of knowing the woods. They have a uniform made of a light bluish gray seersucker kind of cloth that is almost invisible in the grass, in the thicket, and on the open hillsides, while our dark blue uniform is as conspicuous as a fire at night. I could see with unaided eye every one of our soldiers as they passed out of cover and made that mad dash to the fort at El Caney. I could count them, one by one, though they were 2,000 yards distant. The Spaniards I could not see at all, save when one of them got on a skyline or against some dark object. Even a powerful field glass made them scarcely more visible. The officers had great difficulty in distinguishing even moving columns of the enemy at a distance of 2,300 yards.

Enemy's Smokeless Powder.

The other advantage, seen everywhere, was their smokeless powder. We could not locate a single gun or a body of infantry. We heard and felt their shot and shell, but where they came from we never knew until almost too late to return the blow. We did not know where to fire, and consequently suffered severer loss than should have been necessary. Our artillery used antiquated powder that enveloped our gun position in a cloud of smoke like a smudge fire. Every shot sent a volume of thick smoke as a signal for the enemy's rifles and guns. When our guns opened from the hill at El Paso the Spaniards saw us immediately and replied with great accuracy of aim. On the other hand, we could not for some time learn where the enemy's artillery was firing from, and blazed away in the dark.

Those of our soldiers who had the old Springfield rifle and black powder were no better off. Both the Seventy-first New York and the Second Massachusetts were armed with these old guns, and paid the usual penalty of a blunder—not theirs. The regulars moved away from them when they fired because every shot from a Springfield attracted a sharp volley from the Spanish lines.

These are two things we have learned or should have learned from the fields of El Caney and El Paso: We must have smokeless powder and more field artillery.

STANHOPE SAMS.

TO THE TRAVELLING PUBLIC:

On Wednesday, July 20th, and until the electrical construction thereon is completed, the horse-car lines of the Metropolitan Street Railway Company on Sixth and Eighth avenues, south of Fifty-ninth Street, will be discontinued. Meanwhile upper west side patrons via Eighth, Columbus, and Amsterdam avenues will be carried over the electric line through Fifty-ninth Street to and from transfer points at Seventh Avenue, Madison Avenue, Lexington Avenue, and Second Avenue.

Until the Sixth and Eighth Avenue lines are again in operation, extra facilities for the accommodation of the public, including East and West transfers, will be furnished on the Seventh and Ninth Avenue horse-car lines.

METROPOLITAN STREET RAILWAY COMPANY.
H. H. VREELAND, President.

A MILE OF WIRE STOLEN.

Employes of a Jersey Road Arrested for the Theft.

ORANGE, N. J., July 17.—Samuel Henderson and Charles Lee, employes of the North Jersey Traction Company, together with John J. Cokeley, were arrested in West Orange this afternoon on a complaint made by John W. King, a Superintendent of the company, who charged them with stealing wire valued at $1,600 from the company.

In order to provide for any break in the power from the Orange station, the company has a reserve wire running from Newark to Verona, and connected with the Newark power house. There is no current in this wire except on extraordinary occasions. In some way the men became acquainted with this fact, and some time last week, probably on Wednesday, they went up to Eagle Rock and began taking the wire down. They carted away a mile of the wire. As the wire ran through woods they had no trouble in getting away with their booty, which has not yet been recovered.

Launching of the Farragut.

SAN FRANCISCO, July 17.—The torpedo boat destroyer Farragut was launched at 9:30 last evening from the yard of the Union Iron Works. The selection of the hour was due to the simultaneous occurrence of high tide and moonlight. The ship was christened by Miss Betty Ashe of this city, a distant relative of Admiral Farragut. The Farragut is a 273-ton boat. Her speed is 30 knots. She will be placed in commission as soon as possible.

CASTORIA.
Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

SUNDAY AT THE ARMORIES

Two Companies of the 201st Regiment Leave for Camp Black.

OTHER RECRUITS TO FOLLOW

Recruiting for the Fourth and Fifth Batteries Will Begin To-day—Activity at the Two Hundred and Third.

Some of the armories were open all day yesterday, recruiting to fill up gaps in the companies about to leave for camp. Two companies from the Two Hundred and First left the Twelfth Regiment Armory early in the afternoon for Camp Black. They were Company D, Capt. Alfred S. Orchard, First Lieut. Robert S. Cook, Jr., and Second Lieut. Windsor P. French, and Company E, Capt. William J. Travis, First Lieut. Bernard V. Curnen, and Second Lieut. Griswold Green.

Company D left the armory at 1:30 o'clock and Company E two hours later. The latter company had at least three dogs as mascots, while Company D was satisfied with one bull terrier. As the boys left the armory they were heartily cheered by many friends who had gathered to see them off.

The two companies were mustered in at 10 o'clock by Lieut. Irwin. Adjt. G. H. Clark of the Two Hundred and First said that two more companies, I and H, will be ready to start for camp to-day. Company H is composed mostly of Brooklyn men, and its members have placed a large placard over the corner of the building allotted to them, which reads "Company H, the Brooklyn Trolley Dodgers."

As the boys are now permanently quartered in the armory until called to camp many hundreds of mattresses have been placed in the building. In the day time these are piled up to one side and look like huge barricades.

Adjt. Clark said that he will soon advertise for men to fill up the remaining gaps in his regiment.

"We have thoroughly experienced officers in our regiment," said he, "and when we go to the front we expect to be active until the campaign is closed. Up to within a few days we had all the applicants we could attend to, but they have dropped off somewhat. We would say to members of such regiments as the Lafayette Post, who stand but a poor show of going to the front at present, that by filling up the gaps in our regiment they will soon see active service."

When asked the probable destination of his regiment, Adjt. Clark replied that he could not answer the question, but did not think it unlikely that the men would be sent to the Sandwich Islands or Manila.

The new batteries now forming continued to take names of applicants yesterday. Only experienced men will be accepted, and these will be obliged to pass a rigid physical examination. At the headquarters of the Fifth Volunteer Battery, in the First Battery's armory, 336 West Forty-fourth Street, it was said that a number of men to form this battery would be enlisted from the Fifth Battery of Syracuse, N. Y., now disbanded. About fifteen men from the Third Gatling Gun Battery of Brooklyn will also be received.

The guns of the battery are in the rear part of the armory. There are four 3.2-inch rifles with their caissons. The weight of each gun with its limber is 4,400 pounds. Besides the guns and caissons, the battery will be supplied with a repair wagon. It will contain duplicate parts of nearly every piece of the battery; also a complete forge, horseshoes, cooking utensils, and tools.

The ammunition used will be in the form of sixteen-pound solid shot, explosive shells, and shrapnel. The latter is fitted with both time and percussion fuse, and bursts into 250 fragments.

One hundred men will constitute the battery's full quota. This will include the Captain, two Lieutenants, seven Sergeants, and five Corporals. Uniforms will not be furnished the men until they reach Camp Black.

Among the men of the Fifth Battery is Private Thomas E. Hunt, an expert cannoneer, who has been through two of the East African wars with the British army. He has fitted up targets in the armory, consisting of small figures of infantry and cavalry, of such a size as to represent 3,000 yards' range. Upon these the men are now using the guns in sub-calibre practice.

Recruiting for the new batteries will begin to-day, by Capt. Flanagan of the Fourth and Capt. Smith of the Fifth Battery. The Fourth has its headquarters at Thirty-third Street and Fourth Avenue.

At the Twenty-second Regiment armory recruiting for Companies D, E, and G of the Two Hundred and Third went on all day.

AT CAMP BLACK.

The Men Outfitted Promptly Upon Their Arrival.

CAMP BLACK, N. Y., July 17.—Two more companies of the Two Hundred and First New York Volunteers arrived here to-day, making five companies now on the field. The other seven companies will arrive shortly, and the men for the other two regiments will be in camp before the week is over.

The preparations made by Lieut. Weigle became evident with the arrival of the companies. There was no delay in outfitting and caring for the men. As soon as a company took possession of its street word was sent to know just how many men the company contained. This given, the work of distribution was begun, and there was no delay. A complete outfit for just the right number of men was supplied at once, and the men were soon as comfortable as possible. The company kitchens were in place and all provisions made for this department.

It was a big difference from the way things worked when the first National Guardsmen came down here to go into camp at the outbreak of the war. Then there were a rush and bustle, misunderstandings, and lack of everything.

Engineers Expect Soon to Go South.

CAMP TOWNSEND, PEEKSKILL, N. Y., July 17.—The impression prevails that the First Battalion will leave camp some day next week on its way to the South and that it will form a portion of the army for the invasion of Puerto Rico. The men are anxious to go. They want to get into the fight before the war is over, and the seeming authenticity of the report is pleasing to them. The men of the First Battalion are now well drilled and in excellent shape to go into service. The other battalions have not had the drilling the First has had owing to their later arrival in camp. The whole regiment, however, expects to get away from the camp here before the 1st of next month.

Fourth New Jersey Now Complete

CAMP VOORHEES, Sea Girt, N. J., July 17.—There was a big crowd of visitors at the camp to-day to visit the boys of the Fourth New Jersey Volunteers. The men were spending their first Sunday in camp, and were busy showing their friends about the grounds. The Rev. Father McDowell, Chaplain of the regiment, conducted mass this morning. The Rev. Dr. Hyson of Manasquan preached on the lawn at the Governor's cottage. Company G, which hails from Trenton, and Company C, from Jersey City, were mustered in to-day. This completes the regiment. Of the whole regiment, 700 are uniformed. The remainder of the uniforms will be distributed to-morrow. The new rifles will be here by Wednesday.

SOME WAR TAX RULINGS.

Banks Must Pay Tax on Government Bonds with Other Capital.

WASHINGTON, July 17.—The Commissioner of Internal Revenue has held that in estimating the amount of special tax required to be paid by a bank, based as the law requires, upon capital and surplus, the amount invested in United States bonds is not to be deducted. It is held that there is no provision of law which warrants such deduction inasmuch as the tax is not upon the bonds, but upon the business of banking; the capital and surplus which may include bonds is taken as a basis for fixing the amount of the tax.

The Commissioner of Internal Revenue has held that receipts used as checks to draw money from banks are subject to the stamp tax. It is said that several banks, in order to avoid the stamp tax, are accepting receipts for cash, which, according to the letter of the law, are exempt. The Commissioner, however, has decided that under those circumstances receipts to all intents and purposes are checks and therefore must be stamped.

TELEPHONE WIRES CUT.

Township Committee of Summit, N. J., Disagreed with a Corporation—Criminal Prosecution Threatened.

SUMMIT, N. J., July 17.—The war between the Township Committee of Summit and the New York and New Jersey Telephone Company came to an active stage today. Early this morning, before most people were out of bed, the wires and cables of the company were cut from the poles.

The committee has been claiming for some time past that the wires of the company were strung through the township without a proper franchise having been granted, and has been demanding that the poles and wires be taken down. Several threats to cut down the poles have been made, and a couple of weeks ago things reached such an acute stage in the dispute that the Sheriff was summoned to protect the property of the company.

Nothing came of the threats until this morning, when Street Commissioner Coggeshall and Township Electrician Walter P. Shapter, under orders from Chairman George Wilcox of the committee cut the lines. The cutting was done along the principal lines, and even the through cables of the trunk lines were severed.

Those having telephones found out this morning that it was impossible to communicate over their instruments. Opinion has been divided in the township as to the justice of the stand of the committee, and there were many indignant protests this morning. Those who had telephones complained most loudly.

Superintendent Bratelle and a gang of men came here this morning and began to repair the wires. The police did not interfere with the work, although it was expected they would do so. Crowds were on the strets all day watching the work and expecting momentarily that there would be trouble. The repairs being made to-day were to the cables. The local wires are as yet unconnected, and all telephone connection here is broken off.

It is said the telephone company will institute criminal proceedings against all concerned in the cutting, and civil proceedings against the township.

KILLED WHILE AT SUPPER.

A Stone Falls Through the Roof of a House and Crushes Richard Gore.

FORT LEE, N. J., July 17.—Richard Gore, forty years old, was instantly killed, and his wife, Mrs. Nellie Gore, was seriously, and perhaps fatally, injured, in a curious manner last night. A stone weighing about 200 pounds crashed through the roof of their house at Bumpy Hook while they were seated at the supper table and tore its way into the room where they were. It struck Gore upon the back and crushed him. His wife was injured by the wreckage from above, which fell upon her.

The rock may have been thrown out by a blast fired at Brown & Fleming's quarry or it may have been started from the top of the Palisades, and striking a projection of rock, bounded off and outward, striking the house. The house was about 200 feet from the face of the cliff. It is said a blast was fired at the quarry last night, but it is not an infrequent occurrence for rocks to detach themselves from the cliff and fall to the earth below. The rock badly wrecked the house. Mr. and Mrs. Gore were married about a month ago. Shortly afterward they opened a boarding house at Bumpy Hook for quarrymen. Coroner Ricardo of Hackensack will make an investigation.

A NEWARK LAWYER ACCUSED.

He Has Left Town and a Business Scandal Is Raked Up.

NEWARK, N. J., July 17.—Several clients of Lawyer Charles Bried of this city, who left town several days ago, are anxious to see him return, so that he can settle up some business and financial transactions in which they are interested. It is said Mr. Bried went to Boston to visit a sick son, and from there was going to California to visit his wife, who, owing to ill-health, is obliged to live in that part of the country.

Had Mr. Bried been in town yesterday he would have been served with a certified copy of a Chancery Court decree, ordering him to undo a certain real estate transaction in which he figured with Mr. and Mrs. Wenzel Kozka, clients of his. By the terms of the decree Bried was ordered to make the settlement in five days. It appears, according to the papers in the case, that the Kozkas sold to Bried, through A. B. Miller, a piece of property for $11,500. Bried paid them $5,000 cash and gave them a mortgage for $6,500. They believed it to be a first mortgage. Instead, it is claimed, he gave the Heatherstone Building and Loan Association a first mortgage for $6,500 on the property, and it was out of this mortgage money that he paid the $5,000 to the Kozkas.

When Bried defaulted on the payment of the mortgage the Heatherstone people began foreclosure proceedings, and it was then that the Kozkas discovered that their mortgage was not a first mortgage. The Kozkas then brought suit in the Chancery Court to establish the priority of their mortgage, and charged fraud and conspiracy against Bried and others. The result was the entire transaction was declared off, and Bried was ordered to pay the Kozkas within five days an amount in addition to the $5,000, less legitimate expenses, sufficient to enable them to discharge the sixty-five hundred-dollar mortgage held by the building and loan association.

Bried's style of doing business is now being considered by the Ethics Committee of the Lawyers' Club. Bried's friends claim they do not know the address of his son or wife, and consequently he cannot be communicated with.

HOW SPAIN GOT THE NEWS.

"Perishing of a Diet of Lies," Says an English Editor.

From The London News.

On Sunday, July 3, the Spanish fleet in Santiago was wiped out of existence in the course of a couple of hours. The news was known on Monday all the world over, with one exception—it was not known in Spain. On that day the Spanish Minister of Marine was bragging of "the feat of arms" performed by Admiral Cervera's squadron. "The squadron," said the Minister, sagely, "could only leave the harbor at a given moment, and, when that moment arrived, Admiral Cervera seized the opportunity." Yesterday came the awful details, still, for all the world with the woeful exception of the party principally concerned. By this time Madrid, on the strength of an official telegram from Marshal Blanco, was preparing to revel in the thought that Admiral Cervera had broken the centre of the line of the American fleet, and got clear away. The Minister of Marine had previously supplied the necessary comment:

"The American squadron was taken by surprise. After attacking us the American Admiral detached five of his best ships, which steamed for some time abreast of ours, but were soon left astern. Two only out of these five ships, the Iowa and the Brooklyn, were able to follow our fleet; but it is certain they will not do so from fear of reprisals on our part. Admiral Cervera deserves great praise."

The alleged telegram of the Marshal was the early morning portion. By noon of yesterday the Spanish official dispatches contained no mention of the loss of the squadron. A later telegram admitted the loss of the two torpedo destroyers, but denied that the American ships had any part or lot in their destruction. They were simply run ashore—as though that were some new way of putting them to bed. By later advices Cervera had become the hero of the hour and his act the salvation of Spain. He was making for Havana with all speed and he had baffled the Yankees once more. At last the truth had to be told, and told it was, by the Premier, with all its dire accompaniments of consternation, horror, and despair. The same delicate ministrations to the public conscience were offered, with the same prodigality, at the time of the disaster in the Philippines. Multiply all this into all the acts of government, for all the years of the present century, to say the very least, and it is not difficult to understand why Spain stands where she does to-day. She is literally perishing of a diet of lies.

ROWING ON THE HARLEM.

Oarsmen in Training and Pleasure Parties Contribute to a Lively Day on the River.

During the greater part of yesterday the Harlem River, from Third Avenue bridge to the Ship Canal, was dotted with racing and pleasure craft of all kinds and descriptions. There were singles, pairs, doubles, fours, and eights, including many pleasure barges. It was an ideal day for oarsmen, and the smooth water and cooling breeze induced many crews to make quite lengthy trips.

The Nassau Boat Club members were about bright and early, and by 10 o'clock they had launched their four-oared barge and manned it with the following crew: Bredt, bow; Mackey, No. 2; De La Veigne, No. 3; H. Cleaver, stroke; Horsman, coxswain. A start was then made for Riverdale-on-the-Hudson, which was reached a couple of hours later, after a pleasant trip through the Ship Canal and up the Hudson. The crew returned late in the afternoon, having rowed about twenty-five miles.

The club's six-oared barge made a trip to South Brother Island in Long Island Sound, the crew being composed of Mulduer, bow; Harris, No. 2; R. Stephens, No. 3; Dr. Eliot, No. 4; O. J. Stephens, No. 5; O. D. Thaas, stroke, and J. D. Thaas, coxswain.

The majority of the crews who are in training for the National Regatta were on the water twice during the day.

The Lone Star Boat Club members made up a barge party early in the day, and with a number of ladies aboard made a trip to College Point.

George Pye of the Nassau Boat Club is seriously ill, and will probably not be able to do any more rowing this season.

The Metropolitan Boat Club's four-oared barge made a trip up the river late in the afternoon, with a crew composed of Frank Ruddock, bow; T. Cervante, No. 2; S. Waugh, No. 3; W. Draddy, stroke, and J. Holder, coxswain. The club's intermediate double—Capt. Binzen and M. Haines—left the boathouse float at the same time, and the four tried to hold them in a brush, but were unable to do so for even half a minute.

The Union Boat Club's junior eight-oared crew, which is training for the National regatta, put in a good day's work, with Davy Roach, who is coaching them, in the coxswain's seat. They have improved greatly during the past week, and are rowing a smooth, even stroke, which, when quickened, puts the boat through the water at a speed that promises to give their opponents some trouble to keep up with.

The official list of entries in the annual regatta of the National Association of Amateur Oarsmen, to be held at Philadelphia next Friday and Saturday, has not yet been announced, but it is known that the number of entries will fall far short of those of last year. This falling off is not due to lack of interest in the sport, but the fact that many crews were broken up early in the season by members going to the front. However, the quality of the crews entered makes up for the lack of quantity, and there is every prospect of a lively and interesting regatta. Edward Hanlan Ten Eyck, the Henley champion, is entered in the senior single event, and will undoubtedly have a walkover, for Maguire, the 1897 champion, and the only amateur who could give him a hard race, will not row, as he has not been able to give enough time to training. Ten Eyck will also row in the senior double scull event, with Lewis as a partner.

A race that will be watched with much interest, especially by Harlem River oarsmen, is the intermediate double scull event, in which there are three Harlem entries, as follows: Bates and Naughton of the Nonpareil Rowing Club, Schaefer and Dolan of the Harlem Rowing Club, and Binzen and Haines of the Metropolitan Rowing Club. All three crews are in prime condition, and there is great rivalry to see who will bring home the banner.

AN AGED PRIEST'S BIRTHDAY.

He Has Completed His Seventy-eighth Year and Still Officiates.

From The Baltimore American, July 15.

The Rev. William D. Parsons, chaplain of the Mount de Sales Academy of the Visitation, conducted by sisters of the Order of Visitation, and situated near Catonsville, will be seventy-eight years of age to-morrow. He is the oldest Catholic priest, in point of service, in America. On July 6, 1895, he completed the fiftieth year of his service in the priesthood. Father Parsons's many friends, both the clergy and laity, were desirous that his golden jubilee should be celebrated with imposing ceremonies, worthy of such a notable event, but, with his characteristic modesty, he was immovable in his decision that there should be no public services on the occasion.

Although infirm in body, Father Parsons's mind is active, and he converses with fluency, and relates many interesting anecdotes of his early days. Speaking of his active sympathy with the South during the war, he said it was always misunderstood. He never favored slavery, but advocated the freeing of the slaves gradually by peaceful means. Father Parsons is a typical Maryland gentleman of the old school. As a priest, he is loved for his piety, kindness, and charity. He has devoted all of his private fortune to benevolent purposes.

A touching incident is related of Cardinal Gibbons's respect for Father Parsons. When a Bishop visits a priest's house it is always customary for the latter to kneel and receive his superior's blessing. When the Cardinal visits Mount de Sales he never allows Father Parsons to do this, but kneels down himself and invokes the venerable priest's blessing.

LONDON SOCIETY.

Scathing Remarks Apropos of a Case in Court.

From The London Truth.

The remarks of Mr. Justice Grantham upon women in what is called "high life" and who belong to the "smart set" being ready to do anything rather than debar themselves temporarily from the pleasures of the London season were not a whit too strong. Every one who knows anything of the "smart set" is aware of their truth. The unfortunate butterfly who suffered so terrible a penalty for her folly was the wife of a gentleman who had suddenly acquired wealth by successful speculation. She desired—as many such a butterfly does—to become one of the "smart set." The mode of doing this is to pay some one having the entrée to the charmed circle to introduce her into it, and this she did. After the approved method, she took a large house in a fashionable quarter in order to practice a lavish hospitality, and she hired an introducer. Suddenly she discovered that she might have for domestic reasons to put off the campaign. Hence the visit to Dr. Collins. I have a large measure of sympathy for a poor girl who finds herself in danger of utter ruin and falls a victim to some quack who promises to get her out of her trouble. But, as the Judge pointed out, if the quack is to be punished, surely the medical man who risks the life of a rich woman to enable her to become a society queen deserves even a more severe punishment than the quack.

But to what a condition has "smart society" fallen! Any one may become a leading light in it, provided that he or she is ready to pay the footing. He or she can at any moment find a person to bid guests to their feasts and any number of guests—guaranteed to be "smart people"—will accept the invitations. A year or two ago an American lady, intent on fashion, took a large house, and an introducer sent out her invitations. At her first party there were many of her own friends present. The introducer explained to her that the right set of people would not come if they were exposed to this promiscuity with those who were not in it. Finally it was agreed that the hostess might invite ten friends to each party, but not more.

What I have never understood is where the pleasure comes in of going to several parties the same evening. Yet there are many apparently sane persons who do this every evening during the season. At each party they probably have to wait at least half an hour before getting out of their carriage and getting back into it when they want to go away. They struggle upstairs, show themselves, stay perhaps half an hour, and then hurry off to the next party. Why they should like this mode of spending their evenings no one except themselves can imagine. There is no costermonger's donkey so overworked as a woman bent on society.

Baseball Games To-day.

Chicago at Baltimore.
Pittsburg at Boston.
St. Louis at Brooklyn.
Louisville at New York.
Cincinnati at Philadelphia.
Cleveland at Washington.

GOSSIP OF THE HORSEMEN

New Conditions for the Brighton Beach Races This Week Should Be Beneficial.

SARATOGA WILL OPEN SOON.

"Billy" Lakeland Is Saving Hamburg for the Brighton Cup and Promises that the Colt Will Settle All Doubts as to His Ability to Stay.

Racing at Brighton Beach this week will probably be of the sort that will please the poorer owners, for the conditions of most of the races were framed with that object in view. There will be only one stake race during the week, and that will be the Distaff, for two-year-old fillies, on Saturday. There will also be a race on that day, the name of which was given in celebration of Shafter's victory in Cuba. This is the Santiago Handicap, for three-year-olds and upward, at a mile and an eighth, and if some of the horses that have been named after Cuban Generals, like Maximo Gomez, General Maceo, and a number of others, were named as candidates the entire affair would have a decidedly Cuban aspect. The conditions for the races of the week may remedy the fault that has been found with the owners for two frequently scratching their horses. The races fill well enough, and big entry lists that tempt out large crowds are sent out for publication. Frequently fields of ten or fifteen horses are reduced to three starters, and in some cases there is only one candidate left for a walk-over. The association, which has spent money lavishly in building up the track, will sooner or later be accused of bad faith in padding the entry list if the thing is continued, and this will materially affect the gate receipts. There is surely no intention on the part of either President Engeman, Secretary Sass, or any of the other officials to pad the lists, and it would be but a poor recompense for the big outlay of money that was necessary to make Brighton what it is to-day if reduced fields were to be mistaken for bad faith on the part of the management and the gate receipts suffered by the mistake. The attendance at the seaside track has been larger than ever before, and the association is in a measure making up for the poor luck which the bad weather of the two previous seasons brought it. The crowd on Saturday was so large that seats in the grand stand and breathing space in the betting ring were at a premium.

The programme for to-day is as follows:

FIRST RACE.—For three-year-olds and upward; selling. One mile.

	Pounds.		Pounds.
Banquo II	115	The Governor	109
Tinge	114	Calculation	104
Debride	111	Mr. Kaltenbach	102
Juno	110	Gionoine	102
Endeavor	109	Octave	97
Forget	109	Ella Daly	97

SECOND RACE.—For fillies two years old. Five furlongs.

Maid of Harlem	105	Effervescent	105
Tendresse	105	La Cheviot	105
Miriam Claire	105	Lady Dora	105
Incandescent	105	Sky Scraper	105
Diminutive	105	Tut Tut	105
Helen Thomas	105	Lepida	105

THIRD RACE.—For maiden three-year-olds; selling. Five furlongs.

Wanwego	105	Ortos	102
Lodan	105	Bundy	102
Brass	105	Dancer	102
Julius Caesar	105	Newtown Belle	100
Falsehood	105	Fairy Dale	100
High Priest	105	Mrs. Trumbridge	100
Hugh Conway	105	Deal	100
Sculptor	105	Suspect	97

FOURTH RACE.—Handicap for three-year-olds and upward. One mile and a sixteenth.

Peep o' Day	126	Banquo II	104
Dr. Catlett	122	Linstock	104
Bannock	112	Premier	100
Tripping	110	Lady Marian	93

FIFTH RACE.—Handicap for two-year-olds. Five furlongs.

Lusher	126	Mail Bag	111
Whiplash	122	Taskmaster	110
Caoutchouc	119	Mark Miles	102
Jack Point	117	Al Reeves	93
Muggins	112		

SIXTH RACE.—For three-year-olds and upward. One mile and a sixteenth.

Burlesque	116	Nosey	94
Charentus	113	Aurum	94
Our Johnny	106	Latson	94
Free Lance	106	Komourasaki	[illegible]
Murillo	104	Fenetta	89
Decanter	104		

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Many of the local horsemen are already preparing for their annual sojourn at Saratoga, where racing will open July 28. There will be five or more races each day, and the sport will begin promptly at 1 P. M. Great sport is promised at the Spa this year, for the cracks of the East and West will probably meet there, and if there is a two-year-old in the West whose owner fancies he can beat Jean Beraud, it is likely that Saratoga will be the battleground. The older division will meet there, too, for Horse Haven is noted for its recuperative effects on race horses, and never do the horses exhibit better form than after a few weeks at the Saratoga stables. Pink Coat, the vanquisher of Plaudit, and the winner of several important races this year, will race there, and so will many of the Southern and Western cracks.

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The stables at Saratoga are rapidly filling up. There were nearly 500 horses quartered at the Spa Friday, and recruits were constantly arriving. Many came from the West. Among the prominent metropolitan horsemen who will be represented at Saratoga are Phil J. Dwyer, A. H. & D. H. Morris, Bramley & Co., R. Wyndham Walden, Michael F. Dwyer, Marcus Daly, and Charles Fleischmann's Sons. Some of the horsemen who were at the Spa last year have decided to keep their horses on Long Island this season. August Belmont's string, for instance, has gone into Summer quarters at Sheepshead Bay. One or two of Mr. Belmont's horses will start at Brighton Beach, but most of them will be rested up for the Sheepshead Bay Fall meeting. Sydney Paget's colors will be carried by Plaudit on one occasion at Saratoga. Plaudit is eligible for the Hamburg Stakes for three-year-olds, and inasmuch as he is doing pretty well, it is Mr. Paget's intention to have him fill the engagement. The best of the three-year-olds opposed to Plaudit in this race will be Pink Coat and Mirthful.

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William Lakeland, the trainer of Hamburg, says that the colt will not be a starter again until the Brighton Cup is to be run at the Brighton Beach race track on Saturday, July 30. The son of Hanover is receiving a special preparation for the race, and if he is not more than a sprinter, the race for the Brighton Cup will tell the tale. The defeat he gave Plaudit in the Realization July 4 was to most people sufficient evidence of his right to be called a stayer, for in that race he had to cover a mile and five furlongs, but there are still a few skeptics who claim that he won then by simply running the others into the ground with his marvelous flight of speed. If anything will put his ability as a stayer to the test, the race for the Brighton Cup will, for a race at two miles and a quarter will not permit the fastest sprinter in the world to run his field into the ground. Speed, coupled with stamina, is necessary in such a race, and a rater has more chance than any other to win. Such a horse as Ben Holladay is would be a dangerous horse in a race of that distance, for he can rate along evenly and run the last furlong as fast as the first, while horses with less stamina would be almost wind-broken at the end of the second mile, and would, moreover, be leg weary. Hamburg is in excellent condition now, and if Lakeland says he is capable of going the distance the majority of turfmen will look to him to win, for in the days of long-distance racing, when cup races and heat races were in vogue, Lakeland was a trainer, and he has not forgotten any of his former training secrets.

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It has been rumored during the week that the famous Brookdale Farm, near Red Bank, N. J., may soon pass into the hands of William C. Whitney and Sydney Paget, and also that Messrs. Whitney and Paget have decided not only to take an active interest in racing, but that they have also ambitions to become breeders. It was evident when Jean Beraud was purchased by Mr. Paget that he intended to get together the best string of race horses that money could buy, and his purchase of Plaudit later strengthened that belief. He has purchased some other horses since then, and it is said that before the season is over he will buy a number of cracks. If it is the intention of the racing firm to breed horses, no more favored spot than Brookdale could have been chosen, for while it is easy of access to both men, who have large business interests in the North, it has in former years been the home of many a grand thoroughbred, and it is already equipped for breeding purposes. D. D. Withers, who founded Brookdale, was one of the best friends the American turf ever had, and he devoted the better part of the last years of his life to the improvement of Brookdale. The late Col. Thompson purchased the place after Mr. Withers's death, and during his life he spent his money freely in improving the place. His sons, L. S. and W. P. Thompson, decided last year to sell out the greater part of their stable and to give up breeding, as it occupied too much of their time. The stock of the place was sold. If the place is made the breeding farm of Messrs. Whitney and Paget, Jean Beraud, the champion two-year-old of this year, will be retired there for stud duty at the end of his turf career. He was bred at Holmdel, only a few miles from Brookdale.

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Frank D. Beard, the Brooklyn horseman, is very much at home in whatever branch of equine knowledge he may be concerned. He is a liberal exhibitor at horse shows and has won many a blue ribbon, and he is the acknowledged crack whip of Brooklyn. He is a very heavy man, but in spite of that fact he is a clever steeplechaser, and, although he looks big enough to crush a pony, he is in his element on a dash down the polo field. But, although he has been successful in all of these things, he excels more as a shrewd turfman, and his coups have caused many a bookmaker to wince. The betting ring was struck hard by him when Lazzarone won one of the classics a few years ago, and it was badly hurt not long ago, when Dutch Skater won a long-distance race. It is likely that it will be hurt again before long, if the bookmakers disregard the rumors about Lindley Murray, the three-year-old he purchased recently from S. Trowbridge. The colt's private trials have been high enough to warrant the belief that it will take a fair horse to beat him, either in a sprint or in a race over a distance of ground.

⁂

Handspring has closed a season in the stud at Castleton. Mr. Patterson will try him out to see if he will stand a preparation for the Fall races, and if he shows no signs of lameness he will be sent on to his owner, Mr. Dwyer, to race in the East this Fall. The horse was sent out to Castleton last Winter, having been thrown out of training, the principal trouble with him having been bad feet. His hoofs were in a dreadful condition when he arrived, but he has now grown an entirely new set, and in his exercise buck jumps on the hard turnpikes with the abandon of a billy goat. In addition to his improved feet, the horse has improved wonderfully in general health, and probably was never in so robust condition since he was foaled. He has been steadily galloped recently, and if nothing goes wrong with him he should prove a good horse this Fall.

⁂

The sale of the entire lot of two-year-olds belonging to Messrs. Gideon & Daly, which will occur at Sheepshead Bay about Aug. 23 under the management of the American Horse Exchange, will place upon the market a most superior lot of young race horses, and afford to buyers the opportunity of the year for investing in first-class material at their own valuation. These youngsters, which include the winners High Degree, Prince of Wales, Royal Maiden, Rare Perfume, Incandescent, and others, which have been prominent in races so far this year, are no lot of jaded, overdone, worn-out offerings, but a string that has been carefully handled, slowly developed, and watchfully prepared for its work, and will probably all earn "brackets" before the date of the sale.

⁂

The general opinion of English turf writers seems to be that it is high time that the stewards of The Jockey Club commenced to reform their programmes at Newmarket, where root-and-branch changes are urgently required. At no other meeting in England are there so many five-furlong races. There is not a particle of sport about these scrambles, for it is not the best horse which usually wins, but rather the animal which secures the best start. Many of the most experienced English trainers are of the opinion that the tendency of five-furlong races is to ruin horses, as their tempers are spoiled. Newmarket in this matter sets a bad example to other places. At the last meeting the longest distance race was a mile and a quarter, and there were only three events over that course, while there were a dozen or so of five-furlong races, which is an even worse showing than given by many of our American race meetings.

VAGABOND A WINNER.

Yachts in the Staten Island Club Regatta Finished Late.

Seven boats belonging to members of the Staten Island Yacht Club competed for a silver loving cup given by Vice Commodore C. H. Wigant on Saturday afternoon. The race was in full view from the piazzas of the clubhouse at Stapleton.

A peculiar feature of the race was that the winner could not be determined until midnight. This was because of the strong ebb tide which brought the boats fairly to a standstill on the homeward journey, and the amended rule of the club in measuring also resulted in complications.

The Vagabond, which was the first to finish, about sunset, proved the winner. The Marietta, her nearest rival, crossed the line fifteen minutes later, while the remainder came straggling in at intervals up to 10 o'clock. The boats were sent away in a light southwest wind, which did not freshen until after the tide began to impede their progress. The course was triangular and of twelve miles distance.

The boats which hoisted sail were the Marietta, owned by Frank Cadmus; Vagabond, Mr. Taylor; Mabel, W. H. Ludlum; Gussie, B. J. Boldt; Minda, F. Tappen; Bubble, F. D. Cadmus; Eleanor, C. H. Wigant. The race was sailed under the amended rules of the club, which provide that one-half of the overhang of all yachts shall be counted in measuring and that the use of spinnakers be prohibited.

The judges were Livingston Bostwick, Oscar G. Gasti, and Edward S. Seguine.

Trial Races Are Postponed.

It was announced late last night that the remainder of the trial races for the twenty-footers at Oyster Bay, from which will be selected the American representative to contest in the international yacht races on Lake St. Louis, Canada, have been postponed in order to give Commodore Clark Miller an opportunity to get a new silk sail for his little flier Akabo to replace the one that was burned Saturday morning. The contests will be held Wednesday, Thursday, Friday, and Saturday, after which a final selection will be made. Up to the present time Akabo has proved to be the better boat, but the crew of the Seawanhaka have won encomiums from all who have viewed the races for the manner in which they sailed their craft.

NOTES FOR CYCLERS.

C. W. Mears of Cleveland, Ohio, has resigned as Secretary of the Century Road Club of America. C. M. Fairchild of Cleveland has been appointed his successor.

Charles W. Miller, the winner of the Madison Square Garden six-day cycling race, will enter a seventy-two-hour contest in France, beginning Aug. 9. The Jallu brothers also intend to race on French tracks the rest of the season.

The second annual race meet of the Centre Moriches Athletic Association will be held at Centre Moriches Saturday, July 30. The events include the mile novice, mile scratch, mile handicap, two-third mile scratch, five-mile handicap, and one-mile junior.

At a recent meeting of the Orange Wheelmen these officers were elected: President—Frank E. Smith; Vice President—Thomas Coffey; Recording Secretary—Joseph Estell; Financial Secretary—Thomas Johnson; Treasurer—George H. Metcalf; Captain—Ira G. Metcalf; Lieutenant—William Cooper; Color Bearer—J. Wilson; Sergeant at Arms—James M. Cooper.

F. Kelton leads the mileage competition of the Nassau Wheelmen of Brooklyn, with a record to date of 4,482 miles. C. Kelton is second, with 4,302 miles. Among other leaders in the competition are E. Meyer, 1,479 miles; J. L. Nichols, 1,117 miles; W. B. Parker, 1,088 miles; J. Wagner, 2,740 miles; G. E. Tilt, 845 miles; W. G. Smith, 800 miles, and W. Higinson, 1,190 miles.

The 1898 edition of "Cyclist Paradise," a cyclists' handbook of Long Island, issued by the Long Island Railroad Company, has made its appearance. It has not been changed in form or size from the editions of last year. It contains, however, a new map made by R. D. Servoss and corrected up to date. All cycle paths and new roads are shown, and all improvements noted. The Whirling Dervishes of Brooklyn, the wheeling club of which H. B. Fullerton, under whose direction the handbook is compiled, is a member, has provided much valuable data. Last year the demand for the pamphlet was so great that two editions were issued, and a special edition for Winter conditions.

ECHOES FROM THE LINKS

Toler and Tyng Making Low Scores Over the Long Morris County Course.

WOMEN'S GAMES THIS WEEK.

Oakland and Baltusrol Clubs Will Send Strong Teams to the Shinnecock Tournament—Other Notes from Various Clubs.

Those two worthy golf experts James A. Tyng and Henry P. Toler, both of whom played with eminent success in the team match against the Oakland Club last Saturday on the Morris County golf links, are now engaged in the interesting endeavor to make low records over the new long course which has recently been opened. This course is growing more interesting day by day, as it is the one on which the amateur championship tournament will be played in September. Its total length is 5,960 yards, and the bogie figures for it, as fixed by Willie Weir, the club professional, are 83 strokes.

The new part of the course, where the seventh, eighth, and ninth holes are located, is still somewhat rough—that is, for Morris County, but in comparison with some courses it would be the acme of smoothness, and until the turf gets thoroughly leveled it may not be possible to make bogie figures readily for these new holes. They have, however, all been made in the par score, but not in the same competition. Vanderpool and Toler made the seventh hole in five strokes, bogie, last Saturday, and Tyng and Toler made the eighth and ninth on other occasions in four and five respectively, the bogie record.

Low Scores by Toler and Tyng.

The score of 88 strokes for the course, although made in match play competition Saturday by Toler and Vanderpool, is the lowest that has been done in tournament play. Toler and Tyng, however, have made it one stroke better in practice, Tyng doing his Saturday morning and Toler the previous day. The scores as the best in which the long course has been done since it was opened are:

Henry P. Toler:										
Out	5	5	4	4	5	5	7	4	5	44
In	4	5	6	7	4	3	4	5	5	43
Total										87
James A. Tyng:										
Out	4	5	4	4	6	5	6	4	5	43
In	3	7	6	6	4	3	4	6	5	44
Total										87

Each of these players made twelve holes in bogie figures, Tyng doing three holes less than bogie, and Zoler one. This gives an idea of the grand golf each is playing, and it is evidently not far distant when some able golfer will do the course in 83, nor is it prophesying too much to predict that this will be beaten during the championship week. A. B. Frost, the artist, has done the course in 88, and held the record one day, and Thurston, Vanderpool, and R. H. Williams have done it in 90 or under.

The fourth competition of the Morris County women will be played on Wednesday for the Foote Silver Cup. This is a handicap contest, and the previous winners have been Mrs. Arthur Dean, Miss Caroline G. Willis, and Miss Gertrude Hoy. The women of the Westchester Country Club will play their fourth monthly handicap to-morrow.

The Staten Island golfers will keep their links busy next Saturday. On the Harbor Hill links there will be a team match with the Englewood Golf Club, and the Staten Island Cricket Club golfers will play their July handicap for the Doctor's Cup. The club's third monthly mixed foursome contest was won by W. T. Johnson and Miss Edwards in a net score of 91. George E. Armstrong and Miss McNamee, playing from scratch, made the best gross score, 94 strokes.

Teams for Shinnecock.

The Oakland Club will send a strong team to the Shinnecock tournament next week. It will consist of Walter J. Travis, Herbert M. Harriman, Foxhall Keene, and F. J. J. De Raismes. The Baltusrol team will be made up of Henry P. Toler, James A. Tyng, Hugh F. Toler, and Louis P. Bayard, Jr. Morris County will not send a team, but will send some of its members for the general tournament. W. R. Thurston will be one of them, but Vanderpool will not go, as he leaves this week for Richfield Springs.

The new eighteen-hole course of the Crescent Athletic Club is increasing in popularity with the members, and an interesting schedule of club handicaps and team matches has been arranged for August and September. The club's regular team of six consists of H. S. Bonns, Captain; C. B. Van Brunt, James L. Taylor, H. G. McKeever, W. B. Rhett, and W. M. Campbell.

A professional golf tournament will be held to-morrow and Wednesday of this week on the links of the Huntington Valley Golf Club at Rydal, near Philadelphia. It will be a seventy-two-hole medal-play contest, and several prizes are offered, the highest being $100 for first place. Willie Anderson of the Baltusrol Club will be one of the few local professionals who will be present.

A golf course has recently been opened at Beaverhill, in Ulster County, and Summer resort links have been laid out at North Woodstock and West Compton in the White Mountains.

S. D. Bowers, who is quite a St. Andrew's Club member, and was quite prominent last year in several of our local tournaments, has just won the chief trophy in the Otsego Club's open tournament at Cooperstown, which finished Saturday. He played J. F. Leech of Washington in the thirty-six-hole final round, and, although allowing the latter three strokes handicap, beat him by the very high figure of 10 holes and 9 to play. Arthur Coppell of the Englewood Golf Club won the Consolation trophy, and L. Rell Clarke of the Otsego Club took the handicap prize. In this latter event Bowers, who is also a member of the Otsego Club, made the best gross score, 86 strokes, and was the only competitor playing from scratch.

The Fairfield Golf Club team administered one of the heaviest defeats of the season to the team from Dyker Meadow Club of Brooklyn on Saturday, in a match played on the Fairfield links at Greenwich, Conn. Each team had eight men, and Fairfield scored 40 holes, Dyker Meadow getting nothing. Findlay Douglas beat Daniel Chauncey by 7 holes, and the other members of the winning team were C. S. Cox, J. M. Mason, Dr. Carl Martin, Edward Leavitt, E. B. Curtiss, J. W. Curtiss, and C. H. Seeley.

THE CRICKET CHAMPIONSHIP.

The New Jersey A. C. Team A Is Well in the Lead.

Interest in the contest for the cricket championship of New York is being well maintained, notwithstanding the fact that the New Jersey Athletic Club still holds its unbeaten record. Staten Island is now second. Roseville has advanced to a tie with Manhattan for third place, and the New Jersey Athletic Club's B Team brings up the rear, with New York.

The games of Saturday produced a general reduction in the batting averages, with the exception of those of R. E. Bonner and N. S. Walker. M. R. Cobb is now third, with 46.25, and G. A. Gittens fourth, with 36. The records follow:

	Played.	Won.	Lost.	Dr'n.	P. C.
New Jersey A. C. Team A	6	4	0	2	1.000
Staten Island	4	2	1	1	.666
Manhattan	6	3	3	0	.500
Roseville	3	1	1	1	.500
New Jersey A. C. Team B	5	1	2	2	.333
New York	4	0	4	0	.000

New Brunswick Man Found Dead.

NEW BRUNSWICK, N. J., July 17.—William Martin, thirty-two years old, employed by Ruckman Brothers, was found drowned this morning in the canal. It is not known how he came to be in the water. He was drowned some time last night. There is some suspicion of foul play, as Martin is said to have had some money last night which was not found on the body this morning. There do not appear to be any marks of violence on the body. An investigation is being made.

Suicide by Asphyxiation.

NEW HAVEN, Conn., July 17.—Thomas Hurle, aged seventy-three, a fashionable tailor, was found dead on a table in his shop, on Centre Street, early this afternoon, having committed suicide by asphyxiation. He had of late been suffering with intense pains in the head, which is supposed to have prompted the deed. He leaves two married daughters.

EXCURSIONS.

Coney Island
CULVER ROUTE.
Brighton Beach Races.
From 9th St. (Brooklyn) Ferry.
Ft. Whitehall St. (Battery), N. Y.

Boats connecting with Express Trains. No stops. LEAVE DAILY, 7:00, (except Sunday,) 8:00, 9:00, 10:00, 11:00, 11:30 Sundays only, 11:30 A. M., 12:00 noon, (12:30 Sundays only,) 12:40, (except Sundays,) 1:00, and every 20 minutes thereafter until 10:40 P. M. Frequent trains returning; last train leaves Coney Island at 11:34 P. M.

FARE 10 CENTS.

Manhattan Beach

TRAINS LEAVE NEW YORK, FOOT 34TH ST., E. R.: Week days 5:40, 6:40, 7:40, 10:50 A. M.; 12:10, 1:10, 1:50, 2:30, 3:10, 4:10, 5:10, 5:50, 6:30, 7:00, 7:40, 8:20, 9:10, 10:10 and 10:30 P. M. LEAVE NEW YORK, FOOT WHITEHALL ST., VIA 39TH ST., BROOKLYN, FERRY: Week days, 7:00, 8:00, 9:00, 10:00, 11:00 A. M.; 12:00 noon, 1:00, 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 9:40 and 10:20 P. M. Excursion tickets 40c.

Rockaway Beach

TRAINS LEAVE FOOT 34TH ST., E. R., N. Y.: Week days, 8:20, 9:10, 10:50 A. M.; 12:20, 1:20, (1:50 Saturday only,) 2:20, 3:50, 4:30, 5:40, 6:20, 7:20, (8:00 Saturday only,) 9:10, (9:40 Saturday only,) 10 P. M. Leave L. I. City 10 minutes later. Excursion tickets 40 cents.

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A delightful sail on fast going steamers. Two grand concerts daily. Magnificent foliage, rare plants, and horticultural wonders. An unequaled menagerie, mammoth aquarium, grand museum, all FREE. Genuine Glen Island Clam Bake. Dinners a la carte. "Klein Deutschland." "The Dairy." Boating, bathing, fishing, bowling and billiards.

TIME TABLE (Subject to Change)—STEAMERS LEAVE [illegible]

Special Boats from East 23d and 96th Streets, as follows:
[illegible]

EXCURSION 40 CENTS.
Including Admission to all Attractions.

ROCKAWAY BEACH
15 CENTS.
Beginning Sunday, July 17th.
New Through Route from Brooklyn Ferries, foot of Broadway, Brooklyn, via
Brooklyn Elevated Railroad & Long Island Railroad
TO
ROCKAWAY BEACH.

Same rate of fare from Park Row, New York, via Brooklyn Bridge.
Free transfer at Gates Avenue and Broadway.
Trains will leave Broadway Ferry hourly from 6:04 A. M. to 1:00 P. M. Thereafter until midnight every half hour.
Trains will stop at all stations. Notices of Express trains will be advertised later.

RUNNING TIME.
Broadway Ferry to Myrtle Avenue, 10 minutes. To Gates Avenue, 15 minutes. To Manhattan Beach Crossing, 19 minutes. Van Sicien, 22 minutes.
To Rockaway Beach, 54 minutes.

WEST POINT, NEWBURGH & POUGHKEEPSIE.
GRAND DAILY EXCURSION (Except Sunday) BY PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."
From Brooklyn, Fulton St., (by Annex), 8 A. M.
" New York, Desbrosses St. Pier, 8:40 "
" New York, West 22d St. Pier, 9 "
Returning, due in New York 5:30 P. M.
MORNING and AFTERNOON CONCERTS

MANHATTAN BEACH.
Trains leave New York, foot 34th St., E. R.: Week days, 5:40, 6:40, 7:40, 10:50 A. M.; 12:10, 1:10, 1:50, 2:30, 3:10, 4:10, 5:10, 5:50, 6:30, 7:00, 7:40, 8:20, 9:10, 10:10 and 10:30 P. M.
Leave New York, foot Whitehall St., via 39th St., Brooklyn Ferry: Week days, 7:00, 8:00, 9:00, 10:00, 11:00 A. M.; 12:00 noon, 1:00, 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 9:40 and 10:20 P. M.

SITUATIONS WANTED—FEMALES.

Companions.
COMPANION, &c.—By a North German Protestant as companion or nursery governess; American family preferred; testimonials. Mrs. Flogel, 173 East 77th St.

Cooks.
COOK.—By an English woman as first-class cook in all branches; with or without kitchenmaid; can take entire charge and get up company dinner and luncheon; no objection to the country; has first-class personal reference. 119 West 33d St.
COOK.—By first-class cook in city or country; understands her business in all branches; best city references. Call, Monday and Tuesday, at 14 East 35th St.

Lady's Maids.
MAID.—By a respectable woman as maid to elderly or invalid lady; willing and obliging; good sewer. S. S., 451 West 42d St.

Miscellaneous.
OFFICE-CLEANING, &c.—Woman to do office-cleaning, store-scrubbing; can work in restaurant. Mrs. Hensch, 273 Broome St., 3d flat.

SITUATIONS WANTED—MALES.

Coachmen.
COACHMAN.—Thoroughly understands his business in the care of fine horses and carriages; best references from leading families. Morrow, 124 West 54th St.

HELP WANTED—MALES.
WANTED—A young man of enterprise and ability to solicit advertisements for a leading New York paper. S., Box 101 Times Office.

Guarding Against Yellow Fever.

From The Charleston (S. C.) News and Courier.

There has not been a case of yellow fever in Charleston for twenty-two years, and there will be none here this year, or in any future year if the health authorities exercise the vigilance and care which have marked their efforts during the past two decades and more. The records show, we believe, that there is not now a single case of the dread disease in the United States, the authorities in the Southwest having succeeded in stamping out the disease, which appeared several weeks ago at McHenry, Miss. But too great stress cannot be laid upon the importance and necessity of thorough sanitation in all the cities of the country, and particularly in the Southern cities which are nearest to the nest of infection in Cuba. The effect of the active sanitation of this city last Summer during the prevalence of the yellow scourge in the Southwest has been reflected in the general healthfulness of the community ever since.

Dollars Flew from His Pick.

From The Denver (Col.) News.

It was not gold, but silver, that workmen in a new building adjoining the First National Bank, on Bennett Avenue, Cripple Creek, were after Tuesday afternoon. A pick in the hands of a workman [illegible] threw out a silver dollar; another blow and a dozen were flying in the air. Then there was a scramble. One workman gathered up $32, another $30, another $8, and the rest of the boys took what they could get. In all $98. At the time of the fire in Cripple Creek the First National Bank lost a sack containing 100 silver dollars, and the big find by the workmen was the identical sack. Long ago the bank charged up the money to its profit and loss account.

BICYCLES.

'98 Ramblers
ARE THE BEST BICYCLES ANY ONE EVER MADE.
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"THE HIGH GRADE PRICE THAT'S FAIR."
1898 Ideals, $40.
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Lexington Av. and 51st St.

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FOR PEACE.

The best and only peace agencies now within the control of the United States Government are the army and navy.

The situation in Madrid is necessarily somewhat obscure to us because it is so confused that not even the Spanish politicians can unravel it. But one thing is perfectly plain. No Spanish Government will dare to sue for peace until it is forced to do so or will accept terms of peace that it is not compelled to accept. Whatever party or combination of parties may be in office, their one object will be to gain time in the hope that things will so shape themselves that the worst may be avoided. This policy will obviously be carried on just as long as public opinion will permit.

The one course open to the United States, therefore, is to press the war with the utmost energy, rapidity, and determination. This is the only manner in which Spanish public opinion can be aroused, informed, educated, and directed to the desired end. It is the only manner in which the Government of Spain can be brought to the decision which it is our duty to secure. And it is the manner in which this decision can be secured most quickly.

Every public man in Spain and every statesman in any of the countries of Europe now knows that there are two conditions to a close of this war that are absolute and admit of no qualification. One is the complete and prompt withdrawal of Spain from this hemisphere, leaving her no foothold, no morsel of possession or authority, no chance or pretext for ever again meddling or trying to meddle with anything therein. The second is the settlement of the future of the Philippines in such manner as to guarantee order and justice and their peaceful development—a condition obviously inconsistent with restoring them to the incapable, treacherous, and cruel hands of Spain. These conditions being fixed, peace will come with the assent of Spain to them. The two Commissioners at present intrusted with obtaining this consent are Gen. BROOKE and Admiral WATSON.

OUR OPPORTUNITY.

A correspondent who is evidently well informed, whose letter we give this morning, gives us some details as to the specific American interests in Santiago which are significant and interesting. He ventures the prediction that within ten years the majority of the population of Cuba will be Anglo-Saxon in birth or descent, and that then the problem of self-government in the island will be solved.

There is very little doubt among those who know best the conditions, and particularly the physical conditions in Cuba, that this will be the final outcome. The period that must come before this solution of the problem is the one that will present the most difficulties, though we do not by any means regard these as insuperable. It is an extremely fortunate beginning that our victory at Santiago has given us entire control of the eastern part of the province of Santiago. The area of the territory which it will now be our duty to administer is reported to be about 5,000 square miles, that is to say, about the area of Connecticut and two-thirds that of New Jersey. It is mostly a mountainous country, thinly inhabited, and has suffered greatly from the insurrection. But it embraces not only a number of valuable mining properties that have already been developed, but some considerable sugar plantations, while in the valleys there are stretches of fertile country. It contains the only railways in that portion of Cuba, and on the coast are two large and fine harbors and several of smaller extent. Our correspondent states that one large company has already arranged to send its chief officers to Santiago to enter on the reopening and operation of mining property there.

Not only those already interested, but others with enterprise and energy, will now find in the surrendered country manifold opportunities for successful industry and trade which it will be the duty of the United States Government to protect, foster, and advance. It is certain that all hostilities are at an end there, and only a moderate garrison will be required to secure complete military possession. But our Government will not, if it is well advised, content itself with mere military possession. It will promptly enter on the process of providing the simple but adequate, stable, and just civil administration which the territory requires and which will make commerce, agriculture, mining, and all forms of industry practicable. The requirements of such an administration are by no means necessarily complicated. They involve, for the present, chiefly the maintenance of order and the honest and just administration of the general civil law previously in force, so far as it is consistent with new conditions. The task would not be without difficulties, certainly, but these would be of a sort that intelligent and capable army officers could cope with successfully.

It will not be long before the remaining Spanish garrisons at Manzanillo and Holguin will be either captured or forced to retire, and the entire province of Santiago will be under our control. As fast as it shall become so our Government should undertake in every way to promote the restoration and extension of all possible industrial life. That is the process by which, not only the independence of the present and future inhabitants of Cuba can be firmly guaranteed, but the peaceful and orderly development of the island can be secured. To begin the process promptly and efficiently in the east of the island will go far to smooth the way for the solution of the larger problem presented as our arms advance. The best method of preparing for good government throughout the whole island is to give an object lesson in good government where the chance is offered.

A PARTISAN CRIME.

Do the Republicans know what they have done in their brief special session? We doubt it. It is very evident that they do not understand the political dynamics of the high explosive they have compounded. Children and fools are reckless in such matters because they are ignorant. When grown men exhibit the same recklessness it is a sign that they do not know what they are doing or the risks they run.

Gov. BLACK's Metropolitan Elections act is a partisan usurpation of power such as the people never fail to punish. Federal election laws of a similar nature have been enacted or projected, but the people rose up against them. They know that the ballot box is the rock of their liberties. Instinctively they resent, resist, and punish any attempt to deprive them of the suffrage or to interfere with the free exercise of that right.

Senator MALBY's comment on this force bill is valuable because it is a confession of motive and an unconscious revelation of the real nature of the measure. If there was any partisan advantage in the bill, he said, he was glad of it. He thought it was time the Republican Party had some one in New York to look after its interests, and the bill accomplished something along the line of "equal rights to all men." This admission of partisan intent is frank but dangerous. TWEED's Senators were never so indiscreetly candid about his charter. They were just as wicked as Gov. BLACK and his fellow-partisans, just as reckless of their oaths and of honor and decency, but they were wiser. They did not boast of their plots against honest government.

"Equal rights to all men" is precisely what this act does not guarantee. It is a denial of equal rights not only to men, but to a great community. The great City of New York no longer enjoys the same rights as the other cities of the State. It has become a satrapy. The satrap is named by Gov. BLACK at Albany. Those important functions and franchises which every free community jealously guards as peculiarly a local privilege are to be exercised from Albany. The Republican Party has by law proclaimed the unfitness of this city to manage its own elections and choose its own election officers. They have taken away from it the cornerstone of self-government and home rule.

The punishment of this daring crime will be terrible. The people of New York will wreck the party guilty of it. The majority against the Republicans in the metropolitan district insulted and outraged by this act will be great enough to overcome the Republican majorities in the interior counties and drive that party from power. The Democrats have but to nominate a candidate worthy of confidence. The enemy has been delivered into their hands.

GERMANY AND THE PHILIPPINES.

Our people are very generally indignant over the conduct of the German ships-of-war in the Philippines. But as one example after another of the temper shown by the German naval commander in those waters comes to light, it seems that indignation ought to give way to curiosity. Why is it that the Germans do these things? What is it that they expect to gain by doing them? Why should they assemble a squadron in Manila Bay in absurd disproportion to any legitimate work that German warships have to do in looking out for German interests, and in absurd disproportion to the naval force which any other nation has found necessary to protect its own interests? The mere assemblage of such a collection of men-of-war, a collection comparable in strength with the American squadron in possession, of itself would excite curiosity. This curiosity becomes suspicion upon evidence that it does not behave itself like the other foreign forces in Manila Bay. The other ships are looking out for their national interests, as they have a perfect right to do, but they are looking out for them in such a way as not at all to make trouble for the American Admiral, or to ruffle our National susceptibilities. The demeanor of the German ships is noticeable because it is exceptional. The German Admiral is the only swashbuckler of all the commanders, and he seems determined to emphasize the fact that in looking out for German interests he is looking out for interests different in kind from those of any other nation concerned. Naturally we inquire what these can possibly be?

But it does not really follow that there are any such, and still less that the German Admiral has received any order from Berlin to make his presence as unmannerly and offensive as possible. No doubt the officer in question has implied instructions to make himself as conspicuous as possible. He is engaged in what his immediate superior, Prince HENRY, described as preaching the gospel of the Kaiser's consecrated person. In order to do that he doubtless holds that it is his business to put the consecrated person in evidence by putting himself and his squadron in evidence. He must be conspicuous. His own standing and career depend upon his being conspicuous enough to satisfy a monarch whose demands in regard to his own conspicuousness are very exigent indeed. It is intolerable to the Kaiser that there should be any large international situation of which he is not visibly at the very centre. If it so happens that a German Admiral can be conspicuous only by being offensive and unmannerly, and taking charge of a war to which his country is not a party, and does not mean to be a party, that is unfortunate for the Admiral. If he happens, in his personal capacity, to be a gentleman it must be extremely painful to his personal feelings to represent himself in the character of a brawler and a bully, interfering with affairs that are none of his, and superintending wars that concern him not. That is his personal misfortune, but business is business. So it is not necessary to assume either that Admiral DIEDERICH is a swaggering and contentious person on the one hand, or on the other, that he has received any specific orders from Berlin to make himself unpleasant. That he should be a noisy nuisance may be no fault of his own, but simply a necessity of the situation.

It is quite true that the method of advertising the consecrated person by naval demonstrations in a port in possession of a conquering power to which Germany is friendly, is frightfully undignified. If Germany wants anything of us, the proper place for her to apply and negotiate for it is at Washington, or through our Ambassador at Berlin. It is possible of course that negotiations of that kind are already in progress. But can any sane human being imagine that these negotiations will be facilitated by the concurrent display of naval force at Manila, where the German Admiral, instead of behaving himself like the other Admirals, marks the distinction between his country and theirs by blustering about the place and making faces at the American Admiral? The Lokal-Anzeiger of Berlin, we observe with interest, has published a powerful article to show that the Americans have nothing to complain of in the conduct of the German Admiral, and that when he undertakes to prevent the Philippine insurgents from making war on Spain, he is doing nothing that we have a right to resent. An explanation of this kind is much like the behavior of the German squadron. It does not necessarily indicate any dark design. It simply shows a bewildered and bewildering incapacity to perceive when one is offensive or ridiculous. Properly speaking such an incapacity is of course not matter for patriotic indignation—"It is to laugh."

A DESERVED REBUKE.

Every American worthy of the name will read with a stern joy Senator HOAR's castigation of Prof. CHARLES ELIOT NORTON. Twenty-five years of continuous public service, in which he has done his share of the constructive work that impresses the National life with new characteristics from generation to generation, has given the Massachusetts Senator not merely a knowledge of his countrymen far broader and more accurate than that possessed by the Cambridge apostle of despair, but a point of view as far from Prof. NORTON's as buoyant hope is from suicidal impulse, candor from perversity, and generous optimism from a narrow, cankered heart. One beholds the blue sky, the glorious sunlight, the green trees, and exults. The other submerges himself in a quagmire of doubt and sputters.

It was in his address on "Americanism and American Honor" before the Summer School of Clark University, at Worcester, that Senator HOAR administered this deserved rebuke. He pointed to the perfect reconciliation between the North and the South as one of the beneficent results of the war, rejoiced in the prospect of a closer friendship with England. It was at this point that he turned his reproving attention to Prof. NORTON:

> "In strange contrast with these tokens of respect are a few discordant and jarring notes which are heard at home. I see that Prof. NORTON of Harvard is quoted as telling the youth of the university that it is characteristic of the American people to be trifling; that they have acquired a varnish of civilized life, but their natures have not been refined.
>
> "Poor Prof. NORTON, color blind and music deaf! At this day, when the North and South are coming together, when Mother England is learning to know her daughter and to love her again, he says that it is characteristic of the American people to be trifling, and that he feels, with HORACE WALPOLE, that he should be proud of his country if it were not for his countrymen.
>
> "Heaven knows that I do not say this from any desire to inflict pain, but it is due to the youth of the country, it is due to Harvard, that somebody shall say this. If such utterances from our foremost university are to go unreproved, manhood and courage and honor will follow athletic Yale, or will follow classical learning at the English Cambridge. There can be no worse lesson. It is a lesson which never will be taught in Clark University, to tell the youth of a country that their country is base. The feeling of dislike and contempt for us in England, which the utterances of Prof. NORTON and men like him have done so much to foster, is giving way to better knowledge. I do not believe it can be revived again by such utterances as these.
>
> "The best instruction which the youth of a country like ours can have is its own history, and the best result of that instruction is a good hope. If any man attempts to tarnish or destroy either, if it be due to ignorance, it is pitiable; if it be due to arrogance or conceit, it is criminal.
>
> "If these utterances came from an enthusiast for a loftier ideal, from a desire to raise the country to a nobler or loftier plane, we might forgive them. But the men who utter them have neither enthusiasm nor ideals. It is the doctrine of arrogance, of contempt, of pessimism, of bitterness, of despair."

Our readers are well aware what opinions THE TIMES holds of Prof. CHARLES ELIOT NORTON and all his school of pessimists. They are possessed of the spirit that denies and destroys. They are the foes of progress, a clog upon resolution, and a henbane to the stout heart. They have no share in the works that contribute to the advancement of the country, but stand apart and sneer at the actual toilers. A people who yielded to their influence would shrivel up and perish.

THE TIMES lashed Prof. NORTON for his previous assault upon the Venezuelan message. It lashed him again for his peace with dishonor talk before the breaking out of the war and for his disloyal utterances after the war had begun. We believe it to be the duty of an American newspaper to scarify these false teachers as often as they try to poison the minds of the people against their own country. It is doubly a duty since CHARLES ELIOT NORTON is a lecturer on art at Harvard University, is a man of learning, and people have been accustomed to listen to him. The public welfare requires that such men should be deprived of their authority and influence. We are glad to have the assistance in that task of so efficient a coadjutor as Senator HOAR.

Mr. JOHN MCCULLAGH has undoubtedly as many qualifications for useful service as Superintendent of Elections as any man the Governor could have found in the Republican Party. He had the reputation of an efficient police officer in all grades, and must be thoroughly acquainted with the branch of police duty involved in his new office. This is not saying that he will render useful service by any means, for the law under which he must act makes this practically impossible. Moreover, it is a most unfortunate thing for Mr. MCCULLAGH's reputation that his present appointment tends strongly to justify his removal by the Police Board. That act was professedly based on the charge that he was a partisan, and whether the men who made it were sincere or not it is as a partisan that he is chosen for appointment under the new law. On the other hand, it will now be said, and it cannot be disproved, that the law was passed chiefly to give him, as a partisan, a new place where his services would at once be useful to his party and well rewarded at public expense. Mr. MCCULLAGH is in a false situation, and he has only himself to blame if he shall lose some of the respect which he has gained among his fellow-citizens.

TOPICS OF THE TIMES.

—It was perfectly natural for the Presidents of some of the surface railways to throw the burden of blame for the overcrowding of cars upon the public. Those who are familiar with London know that because of the city ordinance forbidding omnibus conductors to accept more passengers than their vehicles will seat thousands of persons are compelled to stand in such places as Ludgate Circus for more than an hour at times waiting for a 'bus which is not filled. The people of London travel in so many different directions that in something like reasonable time they all reach their homes. But in this city the flood of travel sets in one direction, and hence the people will not wait. They force their way aboard the cars, and, as the railway Presidents say, they would rather stand up than wait for the next car. The railway Presidents, therefore, declare that they have no right to complain if they cannot get seats. But what about the persons who do secure seats in the cars? As a matter of fact, much of the complaining about the overcrowding of the cars comes from them, and it is altogether reasonable. A man who boards a car and takes a seat naturally complains of overcrowding when another man comes and stands in front of him, shutting the air off from him, trampling upon his feet, and otherwise making him extremely uncomfortable. He naturally desires to know why the company cannot provide that decidedly obnoxious man with a seat, and is quite willing to have a law passed forbidding people to stand up in cars. But if people do not stand up in the cars while we have our present inadequate transportation facilities, they may reach their homes up town in time to start down again. What we need in this town is not laws prohibiting people from standing up, but genuine rapid transit to carry them home.

—The projected parade of England's naval force in the Baltic has something of the childish, theatrical element in it. A great fleet of forty vessels, including fourteen battleships and fourteen cruisers, is to cruise solemnly around among the Scandinavian ports within easy reach of inspection by Russian authorities, for whose eyes the spectacle is chiefly designed. The parade is a pure display of force, such as a boy might make by showing his bared arm to another boy who showed signs of fight. But there are always two sides to a question. It is open to discussion whether it is not cheaper to make a parade of power which may deter an enemy from breaking into active hostilities than to leave him in ignorance of your force and have to hammer the knowledge into him finally with armor-piercing projectiles. It is possible that a display of our naval power off a Spanish port might have saved us the expense of this war. It would not have cost as much money to assemble the entire American Navy in front of Cadiz as it has cost to capture Santiago. Indeed, it would have cost less than it will to send Gen. TORAL's troops back to their native land. In time of peace prepare to prevent war. To prevent war, always be able to show a possible enemy that you are stronger than he is, and ready for immediate action. The most potent preserver of peace among nations in this world is a powerful navy. It is to be hoped that the log-rollers in Congress will bear this in mind. By providing the country with plenty of formidable battleships, they will save money, which they can afterward appropriate for the satisfaction of their constituents. We might appeal to these gnetlemen on higher grounds, but they might not know what we meant.

PERSONAL.

—Capt. CHARLES KING, the author and soldier, has been sharply criticised by the San Francisco papers for what looked like a most vulgar attempt to advertise the product of his pen by his military appearance. He has recently written, or helped to write, a drama founded on one of his stories, "Fort Frayne." This drama was recently produced in San Francisco, and Capt. KING was there on his way to Manila. He went to the theatre to see his play, and sat in a private box in uniform—the accounts say "full dress" uniform, but that is probably untrue, as it is wholly unlikely that he had that costume with him. Of course Capt. KING wished to see his own play. Now in all probability he did not carry any citizen's clothing with him, because he expected to be on duty all the time. When on duty he must wear his uniform whether he wishes to do so or not. Even the officers in the offices at Washington are at present under orders to be in uniform all the time. Capt. KING had to go to the theatre in uniform or stay away. But he should not have sat in the box, it will be urged. Well, perhaps he ought not to have done that. But he was only a soldier, and he would have been a wonder if he had contrived to stay out of that box as long as the manager of the theatre knew who he was.

—Lord REAY presided a short time ago at the distribution of the annual prizes at University College, London, and betrayed a considerable disturbance of mind over the fact that so many of them had been won by students of the female sex. Lord REAY expressed a faint hope that something might be done to put an end to this unhappy state of affairs, and even went so far as to say that he was ready to offer a prize for an essay embodying an exhaustive inquiry into the state of a woman's mind. The particular state of mind to which the noble Lord had reference was comprised in the term "accuracy." He was anxious to know whether the mind of man or of woman was the more accurate, and he had a fervent desire that this question might be discussed in all the debating unions. Perhaps it did not occur to Lord REAY that all the debating unions in England could not settle such a question. It is doubtful whether any power on earth could do so. What does the noble Lord mean by "accurate"? If he is correctly reported, his own mind, if it may be judged by his language, is anything but "accurate."

—The good people of London have recently enjoyed after their fashion some performances of WAGNER's musico-dramatic cycle of four pieces, called collectively "Der Ring des Nibelungen." The result has been that the populace of London has been mightily stirred up. People have reviled the famous tenor, JEAN DE RESZKE, because he neglected to sing some few measures of the music which are customarily cut out. M. DE RESZKE thereupon quietly learned the missing measures, and immediately other people grumbled because the performance was too long. This complaint was the original cause of the cutting. So London had revolved around a very old circle. Then no less a personage than GEORGE BERNARD SHAW, ex-dramatic critic of The Saturday Review, and author of "Arms and the Man," and other plays, got himself into a series of public letters debating one of the old points of dramatic inconsistency in the work with some unknown by the name of BAUGHAN. Into the midst of this fusillade of paper bullets of the brain plunged WILLIAM ASHTON ELLIS, translator of WAGNER's prose works. These gentlemen are enjoying now what Germany enjoyed some years ago, and America a few years later. After a time our English brethren will quietly admit the imperfections in WAGNER's masterpieces, and admire their greatness in spite of them.

CURRENT NOTES.

The Republican nominating convention in Speaker Reed's district, the First Maine, has been called to meet in Portland on Tuesday, Aug. 2.

* * *

The Summer schools in Philadelphia are proving to be very popular. Three times as many children applied for admission as could be accommodated by the existing facilities.

* * *

There was a marked falling off in the applications for State pensions in Mississippi last year, and it is feared there has been lately a great mortality among the Confederates.

* * *

The citizens of St. Louis voted more than three to one against a proposition to expend $20,000,000 for public improvements. About 43,200 votes were cast, and only 9,700 in favor of the proposition.

* * *

The Hon. Charles H. Greenleaf, who was a candidate for the Republican nomination for Governor of New Hampshire, has withdrawn, saying that, while he looks upon the office as one of great honor and would be pleased to receive the nomination for it, he refuses to make a scramble for it.

* * *

Buffalo continues to be very uncomfortable over the Buffalo, and is appealing to the Navy Department to remove the doubtful honor of the complimentary name from the vessel they hear is to be reduced to a collier and to bestow it upon a real cruiser.

* * *

Joel E. Brunson of Kingstree, the Prohibition nominee for Governor of South Carolina, has declined the honor, having, as he says, pledged himself not to be the candidate of any faction and to accept no nomination unless it comes from the regular Democratic organization.

* * *

Representatives of the Bryan Democrats, Silver Republicans, and Populists of three counties in Minnesota got together in Wadena, that State, the other day and organized what they now call the Citizens' Union Reform Legislative Party. They intend to nominate legislative candidates in August.

* * *

The Sheriffs, Deputy Sheriffs, and ex-Sheriffs in Texas have a Sheriffs' Association, and it has just held a three days' convention in Galveston. The News describes them as a happy, jovial, contented set of men, though of great nerve and necessarily ever alert to the dangers that beset them in their pursuit of crime and criminals.

* * *

The Hartford Courant protests against the elevation of the Stars and Stripes over the Connecticut penitentiary. The first duty to the flag, it says, is to honor it; a State prison is not an institution which confers honor either on its inmates or its graduates, and for the flag to fly there is to bring unnecessary discredit upon that emblem.

NEW PROBLEMS OF GOVERNMENT.

To the Editor of The New York Times:

While in physical affairs man may conceive a machine or plan and carry out his conceptions perfectly, in affairs of government the same does not hold equally, because conditions, and therefore ends, have not to his apprehension the same fullness and certainty, and though to-day he proposes, to-morrow God disposes. In other words, the conditions of government are chiefly a growth which man does not, by will or knowingly, dominate, but in which he is an instrument, and though he can wish for conditions and imagine that they exist, his reasoning upon them as existing is pretty sure to lead to no useful end.

For these reasons speculating upon the best disposition of Cuba and the Philippine Islands seems premature, and because it is not practicable to now say what is the right and best thing to be done for the Cubans and Philippinas, whose souls or minds and not their territory are the subjects to be considered in deciding what can or should be done, and this consideration can best follow upon time and circumstance, including study of the people, and what these show. At least, this must be so, so far as hard and fast rules are concerned, and these rules, when finally fixed and formulated, if well considered, may, as in our own case, serve to show that the "builders builded better than they knew."

Discussion at present, however, can do no harm, even if it serves no useful purpose, and it may be useful.

The great advantage to the world of the domination of Cuba and the Philippine Islands by a nation as advanced as the United States is that they supply a fulcrum on which the lever of civilization may rest to lift politically suppressed and benighted sections of the earth into the light and blessings of reasonable liberty and law.

But it is said that the inhabitants have not sufficient intelligence, self-reliance, and morality for self-government, and, at best, self-government could succeed only after many years, and that the uncertainty and risk of our entanglement through them with the affairs of other nations, while this tutelage of them by us existed, would not justify the United States in taking over the islands, or assuming responsibility for their government on the termination of the war. But they will not be made a part of our Nation, except they have previously exercised themselves, with the assistance of American citizens, who shall have acquired a residence among them, the powers of independent self-government, and we can have no entanglement with any foreign people nor with any foreign Government in which justice and humanity, and therefore God, will not be on our side, and we need not fear to abide the issue of such a quarrel if such shall arise.

Moreover, Spain has plainly lost forever the power to govern the islands, for it is not likely that since our intervention she could subdue a rebellion existing unsubdued by her, for years before. It is plain also that the inhabitants not only desire independence, and, with the assistance of individual Americans, can maintain it, but they desire assimilation to the United States in government, and which government we by treaty might dominate.

The circumstances over which, apparently, we had no control have led to a unanimous decision of the people of the United States to assist peoples making the pitiful sacrifices and struggles for liberty and progress which the Cubans and Philippinas have been compelled to make, and in our own sacrifices already made for these peoples, such as show that we appreciate the principles involved and deserve, and can protect our own liberties, we, in effect, proclaim our belief that no sacrifice or risk by us is, or can be, too great to make in such a cause, and that the eventual triumph, which is sure, will be worth all the risk and cost.

That these peoples can attain self-government and the progress and happiness which follow in its train if they have the encouragement and assistance of the Americans is certain, and this in a reasonable time. Of this we can be as sure as that no infant could ever walk if never taught, assisted, or allowed to try to walk, and that when the conditions are reversed the result will be. Moreover, we know that every human being has implanted in his breast (contrary to former belief) an instinct of self-preservation and self-good, which causes him to wish and to do what is best for himself, (and thereby what is harmless or best for all,) except as he misjudges what is best for himself, which misjudgment must needs be avoided or corrected by efforts of the persons concerned, and the education, observation, and experience, according with nature and truth (or useful guidance) of those who have such knowledge, until it can be gained (which in these circumstances it soon will be) by the persons so assisted for themselves.

Of course, the Cubans or Philippinas could never arrive at self-government nor make progress or secure happiness for themselves and their posterity while subject to the domination of Spain, as at present governed. If Spain herself were a republic and her statesmen had ideas in accordance with the free and progressive spirit of the times, the case would be different.

At present we can no more say of the Cubans and the Philippinas that they cannot govern themselves than we could say of an infant that it is unfitted to walk, and never will walk because it cannot now, on the instant and unaided, walk. If it is never taught or never tries it never will walk, and it is the same with the peoples who, in the Providence of God, have been placed under our political domination and guidance, temporarily at least, and while under this domination we cannot refuse to aid them to attain the boon which we have attained and which they have striven so long, so manfully, and at such frightful sacrifices, to attain, and which civilization and progress demand, for the good of the world, that they should have.

During the time the islands will from necessity be dominated by the United States many thousands of American citizens will take up their residence in them. These citizens, in addition to industrious and enterprising habits, mechanical, agricultural, and business aptitude and skill, capital, and machines, will carry with them American political ideas, and an impulse will be given to the inhabitants in all these respects, which will soon make these islands the cynosure of the world in liberty and progress and attract to them the oppressed and aspiring of all other lands.

S.

New York, July 16, 1898.

INTERESTS NEAR SANTIAGO.

To the Editor of The New York Times:

The American interests in Santiago have been confusing to the press, and even your generally very accurate reports show misinformation. The Carnegies are generally reported as having large interests in Cuba. As a matter of fact they have none. The Juragua Iron Company was the first American company to become interested in Cuba. Their mines are about fifteen miles from Santiago Harbor, to which place they have built a railroad, shipping their ore from a pier reaching out into the harbor a short distance below the city. The capital stock of this company is controlled by the Bethlehem Iron Company and the Pennsylvania Steel Company of Harrisburg, Penn. The Spanish-American Company is owned principally by New York capitalists; they own a very excellent group of mines a few miles east of the Juragua and about three miles from Daiquiri on the coast, where they have a good shipping wharf. The Sigua Iron Company is a Philadelphia company owning a group of mines about ten miles still further east and about five miles from the coast, to which they have a railroad running to a town of the same name, at which point they have a fine pier and a good breakwater.

The only railroad running into Santiago is the Moroto and Sabanillo, running to San Luis in the sugar district, about twenty miles northwest, with a branch of sixteen miles from near Cristo to the magnificent manganese mines at Ponupo. These mines are owned by Philadelphia and Lehigh Valley men. Their branch road was completed and one cargo of ore sent to the States when the insurgents drove the miners away, and no work has been done there from that time, now nearly three years ago.

This company, called the Ponupo Iron Company, owns the majority of stock in the Moroto and Sabanillo Railroad. There may be finer manganese mines in the world than theirs, but if so they have not yet been developed. They have just sent their General Manager, Mr. Charles H. Ziegenfuss; their Superintendent, Mr. Gruver, and their Auditor, Mr. Cendoya, to Santiago with instructions to at once put the railroad and the mines in order for immediate operations. This company also has the charter privilege to extend its road west as far as Bayamo.

And now, will you pardon a word of prophecy? It has been a serious question what we should do with Cuba, it being generally conceded that the Cuban, as yet, is unfit for self-government. There are in the Island of Cuba a very large number of advanced Spaniards, solid Germans, with a large sprinkling of English and Americans. As soon as this war is ended there will be an immense exodus to Cuba of enterprising young Americans; in less than ten years the Anglo-Saxon and Teutonic races will be in the majority in Cuba and the question of self-government then will be solved.

O. W.

Catasauqua, Penn., July 16, 1898.

WORRIED ABOUT "THE BUFFALO."

From The Buffalo Times.

Now that the Buffalo has been condemned as a cruiser and, it is said, may be converted into a collier or a transport ship, it becomes pertinent to inquire whether the Navy Department intends to continue to apply the name of one of the leading cities of the Union to a canalboat or a transport vessel. To speak of the collier Buffalo in connection with the cruiser Minneapolis or other vessels of like type representing inferior cities is an indignity to this community.

Let the tub be rechristened Nictheroy or any other old name, but for the pride of Buffalo we hope that its present name will be dropped.

On the strength of representations made at Washington this city took an unusual interest in this boat. Our city raised a crew of 215 Buffalo boys to man the vessel. We presented its officers with a beautiful flag and a union jack. We were raising a fund to purchase a handsome library for the cruiser as a christening present.

In return for all this it seems the least the authorities can do is to give Buffalo the preference when it comes to naming the next cruiser to be built in the United States of American design and American workmanship. We don't want any more foreign bought tubs named after us. Secretary Long can well afford to name the latest and best cruiser to be built for Uncle Sam in our honor.

A Cure for Yellow Fever.

Letter to the Editor of the London Standard.

It may be worth while putting on record that no fatal results need ever be feared in the above disease provided the person attacked, as soon as the symptoms make their appearance, takes the following simple remedy, viz., a tumblerful of olive oil with the juice of a lime squeezed into it, to be repeated till vomiting and purging ensues. This is infallible in checking the virulence of the complaint, and a speedy convalescence invariably follows. I have not only proved its efficiency personally, but have witnessed its complete success in dozens of cases, both in Cuba and South America.

Its very simplicity is often the cause of its non-adoption, but this should in nowise prejudice people against its use.

EXPERTO CREDE.

NUGGETS.

Loss to the Army.

The great disadvantage in going to war consists in the fact that the men who know just how a battle should be fought are unable to get away from home.—Boston Transcript.

Contented as It Is.

"I regret that I lost my temper this morning, Harry," she said.

"I don't," he replied, sweetly, "provided you never find it again."—Philadelphia North American.

Vain Inquiry.

"Who was that fellow that wanted to trade his kingdom for a horse?"

"That's a wheel I never heard of."

"What is?"

"The Kingdom."—Cincinnati Enquirer.

Misunderstood.

"Do you think Spain would be willing to cede the Canaries?" asked Mrs. Snaggs.

"Never kept canaries, and don't know anything about canary seed," replied Mr. Snaggs, irrelevantly.—Pittsburg Chronicle Telegraph.

Lost Her Indicator.

"Just my luck," mourned the landlady, as she set her watch by the City Hall clock.

"What's the matter now?"

"Oh, I'll have to buy a barometer. The star boarder is cured of his rheumatism."—Detroit Free Press.

THE NEW ADMIRAL.

Coal is the true master of the seas.

I.

I am the Admiral of the fleet—who dares to say me nay?
I speak the word—it shall be heard—the ships, the men obey!
From stem to stern my breath is law—from deck to riven plate
My every tone is marked and known and closes all debate!
Down, down within the engine rooms the power supreme am I,
The mighty rods of burnished steel are thrilled when I am nigh:
They thrill, they rise, they dip, they plunge, they drive the thund'ring wheel,
And bid the churning screw become a thing of living steel;
But through the vibrant stress and strain I am sole master still,
And bolt and bar and wheel and rod are subject to my will.
Oh, what care I tho' black the sky and surging tempests roll—
I am the ruler over all—the fleet's new Admiral Coal!

II.

Perchance yon haughty Commodore, with shoulder straps of gold—
Perhaps he dreams he master is from swaying deck to hold;
Well, let him keep his little state within the land-locked bay,
Ay, let him rule as chief supreme of many a Summer day!
He knows his good ship's paces well; he knows his seamen grim,
And may my heart be burned to slag if I do envy him.
But let him not in any sea where'er his prow may steer
Forget my power for life and death or fail to hold me near;
For if he should, I warning give that all the winds that blow
And every treacherous wave shall drift him helpless to the foe!
Then—then he'll pledge his life away, ay, risk his very soul
To bring me to his side again—the fleet's new Admiral Coal!

III.

Whence comes my sway! Long ages gone I grew a mighty oak;
Above the mountain top I towered and braved the lightning stroke!
Ten thousand suns shone down on me—their cosmic strength I stored;
Ten thousand thousand rains and dews their gentler blessings poured;
From out our loving Mother Earth, from whom we all must breed,
The milk and sap that fed my youth came forth to meet my need
Until, to giant stature grown, a forest king I stood—
The boast of all the mountain side, sole monarch of the wood!
And then when age (five hundred years I bore the brunt of life)
Came down to touch my mighty trunk and still my limbs from strife,
I fell to sleep by Mother Earth, and, as the ages stole,
I woke and felt my newer life—the life men name as Coal!

IV.

Why should I not be master here? I forged yon mighty gun;
From out the flame I lit and fanned yon conning tower was won;
This armor, proud and undismayed to meet the bursting shell,
Came forth to clothe our gallant ship when I said, "All is well!"
This deck that meets the great recoil, as 't would a Summer shower,
Has fashioned all its steely thews beneath my burning power;
Ay, e'en yon clanking anchor chain, that never learned to fail,
Grew link by link beneath my breath and thanks me in the gale!
My sway I hold by right of power, by right of service, too,
And 'mid the thunders of the foe I shall be true to you—
He comes! He comes—hoist, hoist the flag—its starry folds unroll—
You never shall be shamed by me—the fleet's new Admiral Coal!

—JOHN JEROME ROONEY.

MR. HILL ON THE ELECTION LAW

The Black Act Denounced as a Force Bill.

DANGEROUS AND PARTISAN.

Violative of Letter and Spirit of the Constitution.

People Advised to Test Its Constitutionality—Public Denunciation Suggested.

ALBANY, July 17.—Ex-Senator David B. Hill was asked his opinion to-day of the "Metropolitan Election law," just passed, and he expressed his sentiments as follows:

"The extraordinary session of the Legislature in midsummer, ostensibly called for the patriotic purpose of providing a method of enabling our soldiers to exercise the elective franchise in the field and to make additional appropriations for war purposes, has been used as an occasion for a partisan attack upon the Democracy of the City of New York.

"A measure has been passed of a most extraordinary and dangerous character, violating every principle of orderly legislation, conceded to be special and anomalous in its nature, and attempted to be justified upon assumptions which are as insulting as they are false.

"In brief this remarkable law creates a new civil division in the State to be known as 'a metropolitan elections district,' composed of the whole of Greater New York, together with the whole of the Counties of Queens and Westchester, and provides for the appointment by the Governor of a 'State Superintendent of Elections,' whose jurisdiction, however, is not to be co-extensive with the State, but is limited to the particular localities mentioned, which official is to receive from the State Treasury an annual salary of $5,000, an amount equal to that received by either the Lieutenant Governor, Secretary of State, Attorney General, Treasurer, and State Engineer, elected by the people of the State at large, and is to have a chief deputy, at a salary of $3,500, with clerks and stenographers, and a furnished office at the expense of the State, and the Chief Superintendent is to appoint 600 deputy Superintendents, who are to receive $5 per day for their services, and may also appoint 100 additional deputies, 'whenever he deems it necessary,' and all such deputies are to supervise the registration of electors, to 'arrest any person without warrant,' whom they believe to be violating any of the provisions of the election law in the State, 'and to investigate all questions relating to registration of voters,' and are to discharge other unusual and peculiar duties and exercise powers never heretofore conferred upon ordinary officials.

Violates Home Rule.

"In plain words, this horde of officials is to supersede the regularly constituted police officials of the City of New York in the enforcement of registration and election laws in that community. The principle of home rule, so dear to every citizen who understands and appreciates the true theory of our State and local Governments, is unblushingly antagonized, repudiated, and set aside.

"The law is based upon the assumption that the people of the City of New York are unable or unwilling to honestly enforce the election and registration laws at their own home, and hence that the State has a legal and Constitutional right to usurp such functions, ignoring local officials, local sentiments, and local instrumentalities. I denounce such assumption as false and offensive. It is a partisan bugaboo concocted to secure partisan advantages, and used as an excuse to provide for partisan favorites.

"The evidence is overwhelming that the elections in the City of New York are as a rule conducted as fairly as in any other portion of the State, and in truth with less personal corruption of the voters than in some country districts. These facts are known and admitted by all honorable men, well informed in current affairs.

"There was, then, no adequate justification for discriminating against this Democratic city, and providing for it a system of election supervision which is not imposed upon the rest of the State. In fact, it is well known that the representatives in the Legislature from other portions of the State refused to assent to the establishment of any State Bureau of Elections applicable to their own localities, but with glaring inconsistency and under partisan and factional pressure consented to apply such a system to the Democratic City of New York alone.

No Need for the Law.

"There was neither any necessity nor demand for this measure, and every conservative and independent newspaper in the State so concedes. The intimation contained in the pettifogging message of Gov. Black that there was a 'demand' for such legislation on the part of 'the conservative citizens of every party' was false, and must have been known by him to be such. When he penned that statement he knew that not a single petition had been presented to him demanding any such legislative action. He knew that not a single non-partisan public meeting of citizens had made any complaint.

"He knew that the only persons who had visited the Executive Chamber in behalf of such special legislation were a mere handful of disappointed and disgruntled politicians belonging to his own faction in the Republican Party. No one else had spoken a word. He knew that not only the whole Democratic Party was opposed to such legislative interference in the local affairs of New York, but that a large and reputable portion of his own party was opposed to it upon principle. He knew, however, that in advocating such interference he was venturing upon a dangerous experiment, and any fact or argument, however false or misleading, he did not fail to invoke in his effort to justify the infamous measure which he proposed.

"I believe this law to be violative of the spirit and letter of the Constitution. I do not intend to enter upon any elaborate legal argument at this time, but it is sufficient to say that the Constitution of the State contemplates equal rights for all its citizens; that it recognizes the essential principle of local and home rule, (Gov. Black to the contrary notwithstanding;) that it provides that local officers must be elected by the people or appointed by local authorities, and not by State authorities.

"The courts will not tolerate a plain and palpable evasion of the Constitutional guarantees. Police duties are local duties, no matter what they may be termed, and officers appointed to discharge such duties must be regarded as local officials, regardless of mere forms. It is the substance and not the shadow which controls.

"The courts will not uphold legislation which seeks to fasten one system of administration upon Republican districts and another upon Democratic districts. Legislation which is essentially local in its character must be regarded as such and cannot for ulterior purposes be deemed general by misdescription of its nature, by circumlocution, and any other mere legislative trick or device.

The Courts Against Such Laws.

"The tendency of the recent decisions of our highest court is toward a strict construction of Constitutional powers and guarantees, and insistence upon legislative observance of Constitutional limitations and restrictions. The court more than ever looks to the real purpose of statutes—it seeks to discover the true object designed to be accomplished by their provisions regardless of misleading title and transparent disguises.

"These decisions indicate that statutes—no matter how artfully framed—which in effect, substance, and purpose are essentially and inherently local in their character, will no longer be permitted to masquerade as general laws. We may well indulge in the expectation that the old case of the People vs. Draper, 15 N. Y. R. 532, so confidently relied upon as an authority by the authors of the present scheme, will not be followed to the extent of sanctioning the invasion of local and personal rights contemplated by this iniquitous measure, or else constitutional guarantees and limitations are meaningless and are rendered impotent for the protection of the rights of individuals and localities.

"The Black law is not only insolent and dishonest as a whole, but some of its provisions are unprecedented and positively dangerous. The Deputy Superintendents—700 in all—are permitted by Section 6 of the act to 'visit and inspect any house' in the City of New York. The words 'visit and inspect' are broad words, and confer vast powers. The extent of the visitation and inspection is not defined, and there is no limitation upon it. It is apparently left to the sole discretion (?) of the deputies themselves. These Republican heelers and spies are thus authorized to enter the house of any Democrat in New York City without let or hindrance; they can 'inspect' the house to their heart's content; they can remain therein as long as they please'; they can examine his parlors, his bedrooms, his wineroom, his cellars, his attic, his pantry—they can enter his own and his wife's and daughter's private apartment and look under the beds and in the closets, and can question the occupants ad infinitum, and a refusal to answer their interrogatories is made a crime.

Treats People as Law Breakers.

"These inspections can be repeated a dozen times a day, and the citizen is without remedy. These extraordinary powers are conferred as necessary and essential for the professed purpose of ascertaining and determining who are entitled to register and vote. Its real object is to intimidate the humble and unlettered Democrats living in the tenement house districts and prevent their registration and voting.

"This power of inspection is nothing more or less than a right of search, and violates that Constitutional provision which declares that the people shall be secure in their houses against just such unreasonable searches. This infamous statute contemptuously treats the whole city of New York as an infected city subject to inspection; it regards the people as law breakers and opens up their houses to the inspection of a horde of Republican partisans; it makes it a crime to refuse to answer any or all of their inquiries; and it is made a felony for any citizen to refuse to 'assist these deputies.' The latter provision is loosely and recklessly drawn. It is as follows:

> "Any such person, public officer, deputy, or subordinate who shall fail on demand by the State Superintendent or any deputy to render such aid and assistance in the performance of his duty as he shall demand, shall be guilty of a felony, and shall upon conviction thereof be sentenced to imprisonment in a State prison for a period of not more than three years.

"In other words, any citizen must do whatever any of these deputies 'shall demand,' no matter what it is, for there are no limitations or restrictions upon their power. The law exhibits not only intense political malignity, but displays an ignorance of legal phraseology and forms that is startling and unparalleled.

"Besides, the law (Section 7) places the whole uniformed police force of New York at the beck and call of these deputies, whom they must obey, thereby inevitably inviting conflicts, jealousies, and demoralization generally.

Calls the Governor a Hypocrite.

"This measure was recommended to the Legislature by Gov. Black in an insincere special message replete with honeyed and high-sounding words about political fairness and bi-partisanship. It is evident that such words were only intended to deceive. Hypocrisy was clumsily concealed in every line of the document. In outlining the legislation which he demanded he said:

> "In all elections, where one or two great parties must prevail, bi-partisanship is the basic principle, because there the right to control is established, and in the process of establishing it every man who has a right to participate has a right to be represented. This principle of bi-partisanship, recognized by the Constitution, should be incorporated in the law. Wherever one party is represented, both should be, by precisely the same number, in precisely the same way.

"And yet notwithstanding these high-toned declarations this Executive, before the ink was scarcely dry upon his message, repudiated this reasonable proposition, and with unbecoming haste approved a bill which expressly gave to the Republicans 100 additional deputies in excess of those allowed to the Democrats. Such fickleness and glaring inconsistency deserve only the contempt of all fair-minded and honest men. The same Executive who had also said in his message that 'no partisan advantage should be sought or allowed,' and the same Legislature at the same extraordinary session enacted an amendment to the election law compelling the acceptance without question or examination and regardless of qualifications of whatever list of Inspectors of Elections should be submitted by the Republican organization of New York City, and yet in this metropolitan act expressly provided that the Republican State Superintendent of Elections might pass upon the qualifications of the Democratic Deputies, and reject any of them he deemed disqualified.

"'Fair play is a rule which honest men cheerfully observe,' says Gov. Black, and I indorse the sentiment and call public attention to what he and his Legislature have done, and leave the people to draw their own inferences.

Old Law Good Enough.

"If the election laws or any other State laws are not honestly enforced in Greater New York or in any other municipality, the remedy is not found in the creation of State officials through a special State law, superseding local officials and enforcing such laws at State expense, thereby violating every principle on which our State and municipal governments are founded and their powers appropriately limited and diversified, but the true remedy may be sought in the removal of the local officials responsible for such maladministration, and for the accomplishment of which the Governor, under our Constitution and laws, is vested with ample power.

"It will not do to say that such action would be ineffectual. It would be a libel upon the people of such localities. It would convict them of incapacity for local self-government. The remedy of removal has always been found adequate in the past history of the State whenever there has been a lax administration of the civil or criminal laws on the part of local officials.

"An Executive who asserts that local officials, through improper appointments or otherwise, have conspired to resist the honest enforcement of any law, and yet has no legal proof of the fact, or declines to exercise his authority to remove such officials, who would be entitled to be heard and to disprove the charge, but who prefers to recommend legislation superseding such officials by State appointees appointed by himself, whereby the accused officials have no opportunity to be heard in their defense—such an Executive lacks the moral qualities and adequate courage for the high office which he assumes to fill. It is a cowardly surrender of prerogatives. He refuses to give the people the legitimate, orderly, and appropriate relief to which they are entitled, (if any relief whatever is necessary,) but seeks partisan advantage through legislation enacted ex parte, unjust and arbitrary in most of its features.

Mischievous Precedent.

"The precedent which such legislation creates will prove mischievous in the future history of the State. Instead of uniform State laws, we shall be overwhelmed with special legislation of every sort; instead of localities governing themselves, we shall witness the spectacle of the same laws enforced by local officials in one county and by State officials in another, under one pretence or another home rule will be gradually superseded or abandoned, until local authority now exercised shall have been absorbed in huge State bureaus conducted at Albany.

"This law is a step toward centralization. It is an attack upon municipal rights. It is a blow at individual liberty. Such a measure impeaches itself. It is incapable of defense. It is a fit counterpart of the Raines bill which legislated out of office local Excise Commissioners elected by the people of the several towns, and substituted in their stead a huge political State liquor machine, and in addition diverted local revenues to State purposes.

"It is useless to deny the fact that this law is partisan legislation of the most outrageous character. Everybody knows that fact. Everybody knows that it was enacted not because of any well founded apprehension that the new Democratic Chief of Police would really refuse to enforce the election laws of the State, but solely because Mayor Van Wyck refused to keep in office two discredited Republican Police Commissioners desired by a Republican faction now in control of the political machinery in that city. That was the sole offence. He has dared to appoint as Republican Commissioners two other Republicans distasteful to the machine.

"'Hence these tears.' Hence hostile legislation was threatened and has been enacted by a servile Legislature and a subservient Governor. The legislation enacted is nothing more or less than political blackmail designed to compel a Democratic Mayor to allow a Republican machine to dictate to him whom he should appoint to office. Decent and reputable men everywhere, whether Democrats or Republicans, rejoice that the dictation was resisted.

Nefarious Political Job.

"The nefarious political character of the measure is evidenced by the fact that it is provided that the Republican appointee of the present Governor is to remain in office during the term of the next two succeeding Governors. Why should this appointee be fastened upon the next two Governors, one or both of whom may be Democrats?

"None but partisan reasons can be urged in defense of such an advantage to the Republicans. If the theory of the law is that a State law is to be enforced by the State Executive through instrumentalities selected by himself because local officials cannot be trusted, then it would follow that each Governor responsible for the bona fide execution of such laws should be permitted to select his own instrumentality for that purpose. There is no answer to this reasonable proposition.

"In the light of this provision, what honest man can entertain much respect for an Executive who deliberately approves such a provision enabling him to foist upon his two successors a partisan appointee of his own, and at the same time chatters in his message about 'non-partisanship' and 'fair play.'

"The present metropolitan elections law, like the old Metropolitan Police act of years ago, will prove an unpopular one. The localities affected will never be content until it is repealed, and it will be a constant source of weakness to those who enacted it.

Law Should Be Contested.

"I advise that its constitutionality be tested in the courts.

"I further suggest that when the days for registration shall approach, 200 Democratic members of the bar of New York should volunteer their services to defend the poor and unlettered Democrats, occupants of tenement houses, who may be sought to be persecuted and intimidated under its harsh provisions, to see that these persons are not unjustly or arbitrarily arrested just before nightfall and lodged in jail over night without a hearing; to procure writs of habeas corpus in their behalf, and otherwise to protect their rights, and that 100 wealthy and patriotic Democrats should volunteer to furnish bail for any Democrats illegally arrested or prosecuted without cause, so that bail may at all times be available to prevent their unjust incarceration pending an investigation. In this manner this infamous law will be deprived of its sting and its capacity for intimidation will be minimized.

"In the meantime public meetings should be held denouncing the measure, so that, notwithstanding the fact that popular attention is largely attracted to the war, to the exclusion of nearly everything else, public sentiment may be directed to this subject even before the political campaign shall open.

"Although this law is conceived for the professed purpose of protecting the rest of the State from alleged maladministration in the City of New York, yet the rural taxpayer, already suffering from the burdens of taxation caused by an extravagant, profligate, or corrupt State Administration, will fail to understand why the State at large should pay the expenses of the enforcement of election laws in that city rather than that municipality itself.

"This law actually appropriates $160,000 from the State Treasury for salaries and other expenses which it authorizes and incurs, and this amount is a mere entering wedge for further appropriations. The expenses and salaries will inevitably be increased from year to year, and it will be no consolation to the country taxpayers to be told that the State is obliged to bear this burden as otherwise the officials selected to enforce the election laws in Greater New York might be regarded as local officials and under the Constitution be required to be appointed by the 'local authorities,' rather than by the Governor.

"The scheme of administering local affairs by State officials and expenses incident thereto will prove a most costly and disastrous experiment.

Not a Temporary Expedient.

"The fact should be observed that this scheme is not intended as a temporary device or expedient to continue only during the term of the present Democratic officials suspected of contemplating evil practices, but under Section 2 of the act it is designed as a permanent measure, as a permanent policy of the State, to continue under all succeeding local administrations, no matter how honest, pure, conscientious, upright, or efficient such administrations may be. The hypocrisy of the act is thus fully demonstrated. The law is a standing indictment of the people of that city and is indefensible in any point of view in which it is considered.

"This law is not only an attack upon the Tammany Hall Democracy, but will be regarded as an insult by every Democrat throughout the State. It outrages not only Tammany Democrats, but Democrats of every faction of that city. Democrats will resent its outrageous discriminations who have had no sympathy with Tammany Hall or its present leadership.

"It gives to the Democracy a new issue—the issue of 'equal citizenship'—the issue of uniform legislation for Democratic and Republican localities, the issue of home rule for municipalities versus a State force bill. It will absolutely unite the Democracy of the State. It will cement all factional divisions; it will overshadow all differences upon financial questions; it will subordinate personal contentions, and as last Fall a 'bunko nomination' for Judge of the Court of Appeals, ostensibly Democratic but in fact Republican, designed as a disreputable political trick to defeat Judge Parker, operated as an incentive to Democrats everywhere and gave us a united party and a great victory, so this Fall the unnecessary and gratuitous insult involved in this force bill will arouse a spirit of indignation among not only Democrats, but fair-minded men of all parties, which, augmenting as the campaign progresses, will teach an intolerant Republican faction a lesson which they have not had since 1882, when they boldly forged a committeeman's proxy, and will insure the triumphant election of the Democratic State ticket and a Democratic Legislature.

"These are 'the signs of the times.'"

ELECTIONS BILL TALK.

The Opinion Prevails that Gov. Black Has Injured His Prospects—Senator Raines's Views.

Senator Platt spent a good part of Sunday in company with Senator John Raines, Senator Ellsworth, and Speaker O'Grady. These four sat out on the porch of the Oriental Hotel at Manhattan Beach all the afternoon, and gossipped over the situation growing out of the passage of the new law to control elections in this city.

Occasionally they were joined by a stray politician from the city or from up the State, who lingered a few moments and then passed on. Lemuel E. Quigg was not there, and neither was any of the local leaders. It had been thought that John McCullagh, the Superintendent of Elections, might turn up during the day, but there was no sign of him, and nobody seemed to know where he was.

Senator Raines and Senator Ellsworth said that when people became more thoroughly acquainted with the provisions of the new elections law than they were at present, it was likely that they would see that it was not such a bad measure as it had been painted in some quarters.

Senator Raines said it was not a measure that would work for partisan advantage at elections. The criticism that had been made, he said, that 100 deputies could be picked out by the Superintendent, amounted to nothing at all. "It is provided," he said, "that these 100 deputies shall serve only temporarily—for sixty days—and there are the 600 deputies, 300 from each party, who will be sufficient to see that neither side suffers from frauds."

The principal topic of conversation among most of the politicians at the beach was the effect that the new law was likely to have upon Gov. Black's political future. The opinion prevailed that the Governor's prospects were very much darker than a week ago. It was not unlikely, it was said, that he might get the nomination, so that he might have a chance to vindicate himself, but there was a great deal of doubt that he could be elected.

Gen. Theophilus F. Rodenbaugh, Superintendent of the Bureau of Elections, said yesterday that the Elections bill would not affect his bureau. "We are acting under the charter," he said. "The body which former Chief McCullagh will preside over is a special one, authorized by a special law to meet a special condition."

Shaving Without a Mirror.

From The New Orleans Times-Democrat.

That a man can become accustomed to pretty much anything is proved by the officers in the army, who, when camped out or placed in a position where they do not have the accessories of the toilet, soon learn to do without articles generally thought to be indispensable.

In conversation an army officer said the other day: "Why, I never think of using a mirror when I shave. I do not stand up to do it, either, but sit down on a camp stool, or the side of a cot, and whack away at my face. It is more comfortable to be seated, and then I do not have to crane my neck to see the place I am shaving, and thereby expose myself to a gash from the razor. I never cut myself; in fact, I will be willing to wager that I can shave in my tent without a mirror as easily or with more ease than many who have every convenience of the tonsorial table, and often leave marks of their awkwardness on their faces. It is all due to habit, formed by necessity."

Many prominent New Yorkers are daily visiting Long Beach to avail themselves of the extraordinarily fine dinners served at the LONG BEACH HOTEL. The cozy INN at Long Beach is also noted for its fine cuisine, and serves several hundred extra dinners daily.—Adv.

MORE TROUBLE IN CHINA.

French Are Greatly Annoyed by Rioters at Ning-Po—Battle with Police Is Fought.

SHANGHAI, July 17.—The Chinese have refused to accept an offer of money by the French and the promise of a new site to replace the Ning-Po josshouse, the repository for Ning-Poese corpses pending their final burial. The French wanted the removal of the nuisance and the improvement of the road. In consequence of the Chinese refusing eighty sailors were landed from the French cruiser Eclaireur on Saturday who commenced pulling down the wall of the unused cemetery. Later some stone throwing was indulged in by the populace. The sailors and the French police maintained order. It is reported that one native rowdy was bayoneted to-day.

It is reported that the Ning-Po headmen have declared a general boycott against Shanghai. None of the Ning-Po shops are open, and no Ning-Poese are at work. The headmen's orders have been posted.

The volunteers paraded this afternoon, and are kept in readiness in case of need. Three natives are reported to have been shot. The bridges between the French and English settlements are closely guarded.

LONDON, July 18.—The Shanghai correspondent of The Times, telegraphing Sunday, says:

"In the riots at Ning-Po to-day a large mob attacked the police station. The French police and the marines from the French cruiser Eclaireur fired on the mob on two occasions. Thirteen natives were killed and over thirty wounded. The Chinese local authorities expressed their inability to maintain order or to compel the guild to comply with French demands. Similar riots arose from a similar cause in 1874. In the present case the action of the French authorities is generally considered unnecessarily severe, the matter resolving itself into one of arbitration and adequate compensation for the value of the site claimed. All is now quiet, but further disturbances are not improbable."

The Shanghai correspondent of The Daily Mail says:

"Twenty natives were killed in the riots at Ning-Po to-day, (Sunday.) The peaceful natives have quitted the French settlement, fearing incendiarism. Two hundred Italian sailors have landed. Thus far everything is quiet in the English and American settlements."

ST. PETERSBURG, July 17.—Advices received here report that on July 1 an insurrection occurred in Kan-Su, the most northwestern province of China, arising from dissatisfaction with the new taxes.

Rigo and His Princess.

LONDON, July 18.—The Vienna correspondent of The Daily Mail says: "Since the birth of her son the former Princess of Caraman and Chimay, who is in Budapest with Rigo, has been steadily gaining strength. On hearing that Rigo's divorce action was to begin at Kaposvar yesterday (Saturday) the court was thronged with gypsies, who tried to mob Rigo. He declares his intention to marry the ex-Princess as soon as he has obtained his divorce from Mme. Rigo."

Italian Squadron at Cartagena.

COLON, Colombia, July 17.—Four Italian men-of-war arrived at Cartagena at 9 o'clock yesterday morning. The customary salutes were exchanged and the warships are said to be taking on provisions. No news has yet been received here indicating that the Italian commander has taken any steps in the matter of the Cerrutti claims.

Coal Conference at Cardiff.

LONDON, July 17.—The conference of coal owners and miners at Cardiff yesterday failed to reach any agreement. The Welsh coal miners' strike therefore continues.

IN FOREIGN LANDS.

BARON J. ANTOMARCH ON THE CUBAN QUESTION.—With the last number of La Revue Hebdomadaire ends a serious dissertation of the Cuban question that has been running in the periodical for several weeks. It is entitled "Quinze Mois à Cuban au Milieu des Insurgés-Recit d'un Français." Its author is Baron J. Antomarchi, a well-known traveler and author, who spent about fifteen months among the insurgent camps in Cuba in 1895-6. Of course the author did not foresee the contingency of the Spanish-American war, but his ideas have singular precision. He says among his closing paragraphs: "They must, therefore, look forward in Spain to the eventuality of Cuban independence; the sacrifice will be painful, but it is fateful and necessary. The nations are numerous which have been forced at a critical moment in their history to abandon brilliant conquests and give up patrimonies of long standing. * * * It is certain that the cause of Cuban independence finds in the mass of the American people warm partisans, and defenders even in the bosom of Congress. People conclude in Europe, altogether too hastily, that the United States have a project for the annexation of Cuba, as they would take the Hawaiian Islands; that is going too fast and far and shows little understanding of the practical character and the good sense of that great Nation. * * * The protection which they extend to this country (Cuba) is, up to the present time, one of principle. Have we not done the same thing several times in our history and, under divers Governments, favored a neighboring people even at the cost of internal dissension? Besides this, although there is probably a large number of planters in the island who would accept with pleasure annexation pure and simple, it is very improbable that it would be accepted by the insurgents in arms. All their chiefs are firm on this point." The above is not new to Americans, but shows that the French have at hand a means of correctly informing themselves on the Cuban question and its status prior to the war.

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A SINGULAR FRENCH LAW WHICH GIVES IMMUNITY TO SWINDLERS.—According to the Anglo-French Extradition Treaty a criminal to be extradited from the British possessions must have committed the crime on French soil with which he is charged. In a unique case that has just come up the French Government will try to show that the location of the person of the criminal should be considered as inseparable from the crime. The extradition of a M. Montchanin has just been applied for. He was recently arrested by the London police at the request of the French Government. The man is a clever swindler, who, despising not the day of small things, has been able to live on a princely income in a suburb of London, while he fleeced the people of France. He placed advertisements in the Parisian and provincial journals, which read about as follows: "Loans at 5 per cent. on note of hand alone. Inclose 2 francs for expense of correspondence." That 2 francs is what constituted the very handsome revenues of M. Montchanin. It is calculated that for years he received possibly 1,000 letters a day from Paris alone, while his revenues from the provinces were considerably in excess of that. The fact that these species of frauds have been going on for fifteen years shows that there was no very great risk attached to them. It is believed in London that his extradition will be refused, but that certain charges may be brought against him by the English authorities.

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M. FAURE THE FIRST FRENCH PRESIDENT TO SMOKE.—The Parisian journals are commenting on the fact that President Félix Faure was seen the other evening smoking a cigarette at a garden party in the Champs Elysées. It is said that he is the first French President to smoke. It is recalled that M. Thiers not only did not smoke, but in appointing his military officials took care that the ordnance officer should be a Captain who was a stranger to the use of tobacco. Marshal MacMahon used to smoke, but he gave up the habit after passing through a severe illness, and when he was President he was never known to smoke. M. Jules Grévy used to be an inveterate smoker, but he ceased to use the weed when he found he was losing his memory. M. Sadi Carnot never smoked, and his secretaries abstained—at the Elysée at least. M. Casimir-Perier used to smoke, but only a little, and not at all after he became President. It is now hinted that M. Faure does not only burn cigarettes in public, but loves in private a pipe, the present of a Russian Grand Duke.

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THE RECAPITULATION OF THE RUSSIAN CENSUS.—According to the revised report of the Census Board of the Russian Interior Office, the Empire of the Czar has a population of 129,000,000 inhabitants, of whom 94,000,000 are in European provinces. China alone surpasses this number, having from 350,000,000 to 400,000,000 of population. According to area, the provinces which have the greater populations are Caucasia, with 9,000,000, and Poland, with 9,500,000. Since 1885 the population of the Russian Empire has increased from 108,000,000 to 129,000,000, or at the rate of over 1,500,000 a year.

⁂

THE NEW GERMAN FIELD ARTILLERY.—The latest Jahrbücher, published in Berlin, give further details concerning the new German field artillery. The plans for the reorganization of the corps have already been presented in these columns. The calibre of the new gun is 77 millimeters, (3 1-3 inches.) The munitions are to be carried as follows: Each forward box of the caisson contains 36 cartridges and each rear box 52. A battery is composed of 6 guns and 9 caissons, giving a total of 1,008 charges, or 168 to a gun. Eight hundred and thirty-two of the charges have shrapnel and 176 shell; these last are carried by Caissons Nos. 8 and 9. A battery of the old style carries 147.5 shots to the gun. The criticism is made by German artillery officers that the quantity of ammunition is far short of the rapid-fire quality of the new gun; for if the guns were pushed to their utmost the cartridges of an entire battery could be discharged in less than twenty minutes.

⁂

PRINCE ALBERT'S OPINION OF THE WAR.—Prince Albert, son of the Count de Flandre and heir presumptive to the throne of Belgium, has returned to Brussels, after his American sojourn, and has been interviewed concerning his American impressions by the editor of Le Petit Bleu of that city. "This war," he said, "into which, it seemed to me, the Government was drawn by popular enthusiasm, seemed to have absolutely no effect on business. The passers-by paused, read the exciting dispatches displayed before the great newspaper offices, and then went quietly about their business without betraying any exterior emotion, without any shouting. It was most astonishing to me."

⁂

TO EXPLORE THE DESERT OF SAHARA BY MEANS OF A BALLOON.—Three French officeds—Lieut. Hourst of the navy, who has already earned some fame by his exploration work in Africa; M. Léo Dax, an officer of aerostation, and Capt. Dibos, an engineer—have just submitted to the Municipal Council of Paris a scheme which some persons say is worthy of Jules Verne, and at the same time savors of the still lost Andrée. They do not propose to reach the north pole by balloon, but they ask the Municipal Council to subsidize them to the extent of 15,000f., to enable them to cross the Sahara desert in a balloon and so explore the unknown parts of this region. All the details of the expedition have been worked out. The ascent would be made from the Gulf of Glabes, and, carried by the northeast trade winds, which certainly can be more depended upon than the currents which baffled Andrée, they hope to cross the Sahara and land somewhere in the watershed of the Niger. The balloon will be able to remain in the air from forty to sixty days, but the explorers estimate that they will be able to accomplish their journey well inside of a month. Attached to the balloon will be a steel cable 1,200 meters long, which will keep the aerostat in communication with the earth. To this cable will be fixed a Rumkhorff battery, and any interfering African native who comes to pass a close inspection or stop the balloon will receive a shock which will probably cause him to see stars.

GERMANY NOT OUR FOE.

A Correspondent Declares that Country Will Avoid Friction.

LONDON, July 18.—The Berlin correspondent of The Daily News, suggesting the possibility that friction between the Foreign Office and the Admiralty led to the Irene incident, says:

"Nothing, I know positively, would be more inconvenient and disagreeable to the German Cabinet than trouble with the United States. A letter from Manila is going the rounds of the press here, ridiculing as greatly exaggerated the reports of the savagery of the insurgents."

IMMUNES FOR CUBA.

Major Summers and Twenty-six Men to Go to Santiago.

Major Thomas O. Summers of Memphis, Surgeon of the Second Tennessee Volunteer Infantry, and a Sergeant and twenty-five privates belonging to that command, arrived in New York Saturday, en route to Santiago.

Major Summers and his men are all yellow fever immunes. And they look it. Their complexions are saffron, and their appearance generally gives evidence of the fact that they have successfully passed through yellow fever ravages. All of them were in the great epidemic of 1879 in the South, and also in the smaller epidemic that came after.

Major Summers has been selected and empowered to take full charge of the yellow jack patients in and around Santiago. He is sanguine in regard to the disease among our soldiers. He holds to the idea that it is not nearly as dangerous as is generally thought, and says also that it will be a comparatively easy matter to stamp it out entirely. The Major and his men will sail on the Resolute.

TWO BOYS DROWNED.

POUGHKEEPSIE, N. Y., July 17.—Fred Bahret, eleven years of age, and Emil Biderman, a German, sixteen years old, were drowned while bathing in a reservoir near the Hudson River State Hospital this afternoon.

Biderman was drowned in attempting to rescue his companion.

TRAIN ROBBERS IN KANSAS.

WICHITA, Kan., July 17.—The St. Louis and San Francisco passenger train leaving here at 9:30 for St. Louis was held up to-night by two masked men at Andover, a station ten miles east of here. William Blakeman, a citizen of Andover, who learned of the plan to rob the train, attempted to notify the train officials and was shot by the robbers, and died shortly afterward.

Several hundred dollars was taken from the express car, but the exact amount is not known here, and there is no way of finding out, as all attempts to communicate with the Andover office have failed. Andover is a flag station, and has about 200 people.

Two men rode into town at dark and tied their horses on the street near the station. They avoided everybody, and acted in such a mysterious way that they were suspected, and a man ran down the road to flag the train. He was shot by the robbers just a few minutes before the train arrived. As soon as the engineer slowed down, the men, under heavy masks, entered the express car and demanded the money. The messenger drew a gun, but was overpowered, after which the men went through the safe. No attempt was made to rob the passengers.

After getting what money they could the robbers rode off across the prairie at a full gallop, firing back toward the town. The Sheriff and a posse followed from here.

Before holding up the train, the bandits robbed the station agent at Andover, securing $40. Following the hold-up citizens of Andover exchanged shots with the two robbers. One of the robbers was wounded and his horse killed. The two men rode off on one horse. Seven miles south of Andover they stole a horse and buggy from a farmer. Officers and citizens are still in pursuit.

Woman and Her Child Assaulted.

Mrs. Kate Bowers, twenty-two years old, and her four-month-old baby, Dora, were assaulted last night at the mother's home, 2,059 Bronx Street by her brother, James Coar. Coar quarreled with Mrs. Bowers and attacked her and her child with a shoe brush, fracturing both their skulls. They were taken to the Fordham Hospital. Coar was arrested by the Tremont police.

Hardtack by Mail.

From The Chicago Chronicle.

A piece of hardtack from the encampment at Jacksonville found its way through the mails to an Evanston home without cover. Across the face of the army biscuit was written the name of Mrs. John Cooper, and just above the address a stamp was affixed. The stamp has been canceled with one of the Government's heavy steel-rimmed cancelers, but it had only made a ring about the stamp and the cracker was intact. Arthur Cooper, with Company G, of the Second Illinois Volunteers, mailed the hardtack at Jacksonville. On the back of the biscuit he wrote that he had made several attempts to mar the piece, but inasmuch as it had withstood every effort a wrapper was considered unnecessary. Below the address the volunteer soldier had made the following inscription: "B. C. 1492. We do not have pie for dinner now."

DEATH LIST OF A DAY.

Gen. John S. Williams.

Gen. John S. Williams, ex-United Senator and hero of the Mexican and civil wars, died at 7 A. M. yesterday at his home, near Mount Sterling, Ky. He will be buried at Winchester, Ky., this afternoon.

Gen. John Stuart Williams, known to all Kentuckians of "Old Cerro Gordo," was descended from an ancient Welsh family of distinction, members of which came to America in the reign of James II. Two of his grandparents served with distinction during the Revolutionary war. His grandfather, Walter Raleigh Williams, went to Kentucky from Virginia in 1781 and settled in what is now Montgomery County. Gen. Williams's father, Samuel Williams, was a distinguished officer in the war of 1812. John Stuart and all of his brothers served in the Mexican war, his oldest brother being also with Gen. Sam Houston at the battle of San Jacinto. In the Mexican war Gen. Williams commanded an independent company of Kentuckians in a regiment of regulars, and at the battle of Cerro Gordo led a charge with such brilliancy as to earn the sobriquet of "Cerro Gordo" and promotion to the rank of Colonel.

At the outbreak of the civil war he was a Union man, but when the fighting began he espoused the cause of the South, and his experience in Mexico caused him speedy promotion to Brigadier General. He commanded what was known as Williams's Brigade, in which Col. W. C. P. Breckinridge commanded a regiment. He served with credit to the close of the war, being with Gen. Joseph E. Johnston when his surrender took place.

Gen. Williams was born in Montgomery County, Ky., in 1820, and was educated at Oxford College, Ohio, graduating in 1840. He studied law in Paris, Ky., with Thomas Elliott, and in a short time after his admission to the bar had the most lucrative practice of any lawyer in the circuit. After the Mexican war he settled on his estate in Montgomery County and became a noted farmer. Subsequently he went to Europe and was present at the siege of Sebastopol, traveling also in Asia and Africa before his return. He served in the Kentucky Legislature in 1851, and in 1873-4 as a member from Clark County. He was defeated for Governor in 1875 by J. B. McCreery, and in the same year was defeated for United States Senator by James B. Beck by one vote. He was a Tilden Elector in 1876. He was elected United States Senator to succeed Thomas C. McCreery, and served from 1879 to 1885. He was defeated for re-election by Congressman Blackburn in 1884, and since his retirement from the Senate had not taken an active part in politics.

Gen. Williams was twice married. By his first wife he had no offspring. His second wife, who was Mrs. Henrietta Hamilton, bore him a daughter, who married a man named Holloway.

Lorenzo D. Collins.

Lorenzo D. Collins, the Republican leader of the town of Colonie, N. Y., died suddenly Saturday from pneumonia. He was born in Washington County in 1821, but when quite young his parents moved to West Troy. In 1853 Mr. Collins was elected President of the village of West Troy, and served his district in the State Assembly in 1859 and 1860, and his Senatorial district in the Senate in 1866 and 1867. In 1855 he was elected a Director of the Union Bank of Troy, which he retained up to the time of his death. He was the first Supervisor elected from the town of Colonie in 1895, and was re-elected in 1896 and 1898. Mr. Collins was President of the State Farmers' League and Chairman of the State Farmers' Congress, both of which were organized largely through his efforts. He was a Free and Accepted Mason, being a charter member of the Evening Star Lodge of Watervliet. Four sons and one daughter survive him.

Oliver Mills Benedict.

Oliver Mills Benedict, fifty-five years of age, a lawyer of this city, died at St. Luke's Hospital Saturday after a brief illness. Mr. Benedict was born in Rochester, N. Y., and was educated in the University of Rochester. He came to this city about eighteen years ago. The body was taken to Rochester last evening for burial. The deceased was a brother of Mrs. Charles De Witt Bridgman, wife of the rector of Holy Trinity Church, One Hundred and Twenty-second Street and Lenox Avenue.

John Hewitt Wilson.

John Hewitt Wilson, said to be the oldest practicing physician in New York, was found dead in his room at 354 West Twenty-eighth Street, yesterday, heart disease being the cause of death. Dr. Wilson was born in Ireland in 1818. He graduated from the University of Glasgow in 1838, and the following year came to America. He is survived by two daughters.

Obituary Notes.

JOHN G. KNABB, aged ninety-one years, one of the first engineers on the main line of the Philadelphia and Reading Railroad, died at Reading, Penn., Saturday.

E. PARK BECKWITH, for twenty-six years Inspector of Steamboats in Connecticut and Rhode Island, died suddenly yesterday morning of heart disease at New London, Conn.

FREDERICK BECK, a well-known athlete and cross country runner and a member of the Elizabeth Turn Verein, and of the National Athletic Club, died yesterday at Elizabeth, N. J.

The Rev. G. C. STANGER, fifty-eight years old, pastor of the First Presbyterian Church, at New Brunswick, N. J., died yesterday of heart disease. He had been pastor of the church since April, 1895.

JAMES BANKER PHELPS, forty-five years old, died suddenly of apoplexy at Hotel Martin Saturday. For most of his life Mr. Phelps was identified with the theatrical profession, and at one time was advance agent for Della Fox.

GEORGE ALFRED PILLSBURY of the firm of Pillsbury & Co., President of the Northwestern Bank and one of the best-known men in the Northwest, died at Minneapolis yesterday, aged eighty-two years. He leaves a large fortune, and his public gifts in the past have aggregated over $500,000.

SIMON ROTHSCHILD, fifty-six years old, died of heart disease at his residence, 127 East Sixty-first Street, Saturday. He was born in Germany. Several years ago he started the firm of Rothschild, Dobriner & Kaufman, and retired a short time ago on account of ill-health. Mr. Rothschild served in one of the New York regiments during the civil war. He was connected with Mount Sinai Hospital and the Hebrew Orphan Asylum. He was a member of King Solomon's Lodge, No. 279, F. and A. M.; Empire State Lodge, No. 460, I. O. O. F.; Henry Clay Lodge, No. 19, I. O. F. S. of I., and Henry Jones Lodge, No. 79, I. O. B. B. He leaves a wife and three daughters.

The Privateer Story a Joke.

From The Toronto (Ontario) Globe.

VANCOUVER, B. C., July 14.—Capt. Mellon, Spanish Consul, whose name has been prominently mixed up in the privateer story, now says the whole thing is a joke. He said this morning the story arose out of the fact that the steamer J. L. Card, in which he is part owner, having been engaged to take the river steamer up north, the Captain of that vessel refused to go in tow of the Card, and in conversation often asked Mellon, in a laughing way, if he was going to fit the Card out as a privateer. "Yes, that's just the way it started," repeated Capt. Mellon. "There was nothing in the privateer story at all. If you look at it, most of this gold coming out is on order of the Banks of British North America and Commerce, and the Spanish Government, if this was seized, would have to reimburse the banks. We had offers of hundreds of vessels to go into privateering, but the Spanish Government would not use them. We had offers right on this coast from people here, and even from Americans, to plunder on the ships, but all the offers were refused. The Spanish-Americans down the coast would have done it." "Well, Captain, what about your offer to two Vancouver pilots to go on this privateer?" "Oh, that was all a joke, too. We were just fooling; there was nothing in it at all."

Parker Pillsbury and His Friends.

Frank Sanborn, in The Springfield Republican.

The death of Parker Pillsbury leaves very few of the old Garrison guard alive. In Massachusetts, the Rev. Samuel May of Leicester and Charles K. Whipple, in his native Newburyport, with a few elect ladies, are all that I recall. Mr. Pillsbury was indeed the original of that sketch by Emerson which Mr. Garrison quoted at the funeral; he was often in the Massachusetts Concord, either at the Thoreaus', or the house of Mrs. Brooks—and it was to him that Thoreau made the characteristic reply in his last illness, when Mr. Pillsbury said something about the future life: "One world at a time." He was a hardy and gentle champion of the poor, and so completely imbued with the New Hampshire spirit that it was a surprise to find that he was born in Massachusetts. But he emigrated early.

TURK IS STILL BLIND.

He Says It Is Not True that He Was Cured by Dr. George H. Cassidy.

De Grove Turk said yesterday that the statement published in a morning newspaper last Saturday that Dr. George H. Cassidy, who has been treating John F. Martin, Charles Broadway Rouss's substitute, for his blindness, had also cured him of the same affliction was false. The statement purported to have been made by a Mr. Seabury of Binghamton, Dr. Cassidy's manager.

"Dr. Cassidy treated me for three months," said Turk, "with the same system he is using on Martin. I couldn't see a thing when he began on me, and I can see no better now. I can't understand how Mr. Seabury could have made such a statement."

Mr. Turk has been totally blind for one year. When he was employed in the State Hospital in Binghamton he was troubled with pains in his eyes. He says that the pains became intense one day, and that before evening his sight was completely gone. He is now living at 301 West Forty-third Street, and is being treated by Christian L. Jensen of 264 West Forty-second Street. Mr. Jensen has for many years made a specialty of cases of blindness, and says he was once asked to treat Martin. He says Martin's case is incurable, in his opinion, and that while his sight may be somewhat improved at present, the improvement is probably only temporary.

WALL OF A BUILDING FALLS.

Tenants of an Adjoining Structure Frightened by the Crash.

The upper part of the brick-and-stone east wall of the five-story tenement 17 Beach Street fell yesterday afternoon, landing on the roof of the adjoining four-story house, 15 Beach Street, and causing the frightened tenants in the latter building to rush pell-mell into the street.

Two policemen and Fireman Spencer of Hook and Ladder Truck No. 8 made an investigation. It was found that the parapet wall of the larger building had so crumbled away that for a distance of twenty-five feet there was nothing to hold the bricks together, and the upper courses of bricks being out of plumb had toppled over by their own weight and fallen on the roof of the adjoining house. All the bricks above the roof timbers of 17 Beach Street were removed, and it was pronounced safe for the tenants in the next house to return.

Seth M. Milliken owns both buildings, and the walls were to have been rebuilt some time ago. The Building Department will investigate the matter to-day.

Boy Falls from the Palisades.

William Hayes, five years old, of 339 Third Street, Jersey City, was playing on the brow of the Palisades, at Newark Avenue, yesterday, when he lost his balance and fell to the rocks, thirty feet below. His skull was fractured, and he will die. He was taken to the City Hospital.

DIED.

GROSSMAN.—On Sunday, July 17, after a long illness, Franciska, daughter of the late Albert A. and Rosalind Grossman.
Funeral private.

RAMÉE.—July 15, at Ridgewood, N. J., Philip A., son of the late Victor M. and Emeline Ramée, in his fifty-first year.
Funeral service at Christ Church, Ridgewood, N. J., Monday, July 18, at 3:30 P. M.
Chicago and San Francisco papers please copy.

ROOSEVELT.—Suddenly, on Friday, July 15, 1898, James A. Roosevelt, in the 74th year of his age.
Funeral services at Christ Church, Oyster Bay, L. I., Tuesday morning, July 19, at 11 o'clock. It is requested no flowers be sent.

SPENCER.—Suddenly at Bryn Mawr, Penn., July 16, Harvey Spencer.
Funeral at Trinity Chapel, New York City, July 18 at 12 noon.

WOODLAWN CEMETERY.

Woodlawn Station, (24th Ward,) Harlem Railroad. Office, No. 20 East 23d St.

DEATHS REPORTED JULY 17.

Manhattan and Bronx.

Ages of one year or under are put down one year.

Name and Address.	Age in Y'rs.	Date Dth. July.
APRILE, Ernesto, 348 E. 13th St.	1	16
BILEK, Annie, 1,314 1st Av.	46	16
BROWNE, Loretta, 502 E. 84th St.	4	16
BAUMLER, Alfred, 51 1st Av.	2	16
BLACK, Samuel J., 59 E. 21st St.	10	16
BEHRENS, Frederick, 800 Front St.	54	16
BENEDICT, Oliver M., 18 W. 122d St.	55	16
BRUCKHEIMER, Louis, 20 W. 114th.	83	16
CONNOR, Annie, 255 Avenue B.	1	16
CLIFFORD, Thomas F., 607 1st Av.	32	16
CASTAGNARO, Angelo, 326 W. 40th.	1	16
CARROLL, John, Child's Hospital.	1	15
CARRUTHERS, A. M., 245 W. 119th.	32	15
DOOLEY, James, 533 W. 125th St.	1	16
DI TONIO, Pasquale, 96 Chrystie St.	1	16
DOERNER, Conrad, 102 Manhattan St.	1	15
DANIELS, Abe, 178 Park Row	2	17
DI CANIO, Giuseppe, 419 E. 12th St.	22	16
DEALTY, John, 786 9th Av.	77	15
ELLENBERG, Mary, 502 2d Av.	31	16
FALK, Samuel, 528 10th Av.	1	17
FUHRMANN, Harry, 532 E. 12th St.	1	16
FEDERBUSH, Moses, 346 E. 10th St.	2	16
GEISSEL, Marion E., 440 W. 125th St.	1	17
GRIFFIN, Edward, 37 Washington St.	2	15
GARILLI, Giuseppe E., 33 Park St.	1	16
HESSE, Nellie, 330 E. 75th St.	6	17
HASENBERG, Celia, 55 Norfolk St.	2	17
HIGGINS, Mary, 512 W. 28th St.	44	15
HIRSHFELD, Bessie, 9 Stanton St.	24	15
KELLER, William, 18 Cornelia St.	57	15
KING, Mary, 221 E. 44th St.	14	15
KAISER, Jacob, 1,216 1st Av.	58	16
LACHER, Rosina, 28 Madison St.	2	16
LUBY, Charles, 134 W. 30th St.	39	16
McNAMARA, John, 1,451 Broadway	28	15
MAYER, Albert F., 145 E. 92d St.	41	16
MURPHY, John, 403 E. 80th St.	1	17
MEHALL, Theresa, 308 E. 18th St.	25	14
MYSLIK, Edward, 416 E. 64th St.	2	16
MARKHEIM, Sigmund, 182 E. 112th.	38	16
MOWER, Emma D., 62 W. 71st St.	36	16
NACHMAN, Carrie, 340 E. 49th St.	18	16
O'BRIEN, Elizabeth, 207 W. 67th St.	1	16
PEYTON, Gertrude, 203 E. 43d St.	1	16
PHILIPS, Patrick H., 356 Greenwich.	47	15
ROCHE, Edw. J., 27 North Moore St.	1	15
RUSSO, Patrick, 305 E. 111th St.	1	17
RUBEL, Wilhelmina, 10 W. 125th St.	39	15
SMITH, Theresa, 108 E. 81st St.	33	15
STACK, Frederick, 1,808 2d Av.	82	15
SUSSMAN, Letha, 96 Allen St.	1	15
SHANNAHAN, Dennis, 4 Chestnut St.	57	16
SCHLESSINGER, Hugo, 343 E. 116th.	24	15
VOLK, Martin, 329 E. 63d St.	1	16
WAGNER, Julia, 758 10th Av.	39	15
WATSON, Francis, 223 E. 89th St.	1	16

Brooklyn.

Name and Address.	Age in Y'rs.	Date Dth. July.
ANDERSON, George, 283 Columbia St.	1	15
BARGMAN, Arthur, 1,583 Myrtle Av.	1	16
BAUM, Leopold, 82 Hooper St.	70	15
BOYDE, John, St. Paul's School	16	15
BLEIL, Sophie, 248 S. 4th St.	71	16
BROPHY, Mary, 122 Roebling St.	8	16
BINKES, Edward, 335 Prospect Av.	26	16
CAULFIELD, Mary, 507 Lorimer St.	1	16
CELENSKI, Leonard, 180 21st St.	20	15
CARCY, Caroline, 2 Cedar Place	31	15
DYE, George, 653 Atlantic Av.	1	15
DORMAN, Frances, 61 Ryerson St.	1	15
DENNBACH, Katie, 242 Trautman St.	29	16
DELANO, Mary, 222 Midwood St.	78	15
EDEAKYNE, Jacob, 168 President St.	77	16
ECK, Barbara, 61 Delmonico Place	1	16
ETTER, Walter, 121 Lynch St.	2	16
FARRELL, John, Dooley St. and Voorhis Av.	1	16
FALLON, Kate, St. Mary's Hospital	28	16
FITZPATRICK, Ida, 184 Navy St.	11	15
GRAY, Arthur, 485 Baltic St.	1	15
GODFREY, Rebecca, 479 Warren St.	24	16
GRIFFIN, Mary, 313 15th St.	40	15
HILDEBRAND, Elsie, E. 35th St.	1	10
HUBER, Anna, 22 Stagg St.	75	16
JOHNSON, Oscar, 277 Pearl St.	1	16
KREBS, Gustav, 134 Ralph St.	23	15
LEE, Agnus, 442 Union St.	1	16
LUNDSTROM, Jennie, 110 Somers St.	4	16
MARSH, Alma, 5th Av. and 93d St.	1	16
MIETLI, Vito, 66th St. and 4th Av.	44	16
McGAHEY, Ellen, 1,880 Atlantic Av.	1	15
McDONALD, Bridget, 178 Prospect St.	83	15
NUGENT, Margaret, 291 Reid Av.	13	16
O'NEIL, Mary, 971 Myrtle Av.	38	14
RAAP, Maria, 711 Madison St.	27	15
SHAW, Henry, 766 Macon St.	65	15
STODDART, Annie, 205 McDougal St.	50	15
STEIN, Fanny, 165 Tillary St.	66	16
SPULLER, Mary, 109 Debevoise St.	58	15
SMITH, Peter, Bleecker and Sullivan Sts., New York	55	14
TURNER, Violet, 358 Gold St.	51	15
TRUGG, Frank, 120 2d St.	1	16
WIEMAN, Henry, 143 Withers St.	5	15
WALSH, William, 417 Hicks St.	1	15
WEISKOPF, Anna, 176 Stockton St.	62	15
WALTER, Cecile, 451 11th St.	2	15

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This company manufactures the Johnson Typesetting Machine, invented by F. Amos Johnson, which is fully covered by patents both in the United States and in foreign countries. The company has up to this time been in an experimental state, but is now ready to enlarge its plant and manufacture for the market.

The Johnson Typesetter sets type in any length of line, automatically justifies, and automatically leads. The machines are simple of construction and speedy of operation. It is the only machine that actually sets type and justifies a line. Already the company has had many requests for machines and the field is fully as clear in the line of manufacturing and setting type as is the Mergenthaler in its own particular branch, and the Johnson can be manufactured and sold at a large profit at two-thirds the price of the Mergenthaler.

It is conservatively estimated that the proceeds from the sale of this stock will give the company a capacity of 500 completed machines per annum, which will show a net profit of over $20 per share.

Further particulars upon application.

Tucker, Anthony & Co
53 State St., Boston, Mass

Metropolitan West Side Elevated Railroad Company

(OF CHICAGO.)

REORGANIZATION.

To the holders of First Mortgage Bonds and Coupons, and Capital Stock of the Metropolitan West Side Elevated Railway Company and of receipts and trust certificates issued by the Central Trust Company of New York therefor.

Pursuant to the provisions of the agreement of January 30, 1897, notice is hereby given that this Committee has prepared and adopted a plan of reorganization, and lodged a copy thereof with the Central Trust Company of New York.

Further deposits of the above-named First Mortgage Bonds and coupons and capital stock will be received by the CENTRAL TRUST COMPANY OF NEW YORK, 54 WALL STREET, NEW YORK, AMERICAN LOAN & TRUST COMPANY OF BOSTON, and the ILLINOIS TRUST & SAVINGS BANK OF CHICAGO, up to and including August 5th, 1898. Copies of the plan and agreement may be obtained at the office of any of the depositaries.

New York, July 13, 1898.

FREDERIC P. OLCOTT,
Chairman.
WALTER G. OAKMAN,
SAMUEL THORNE,
Committee.
ADRIAN H. JOLINE, Counsel.
J. N. WALLACE, Secretary,
54 Wall Street, New York City.

TO THE HOLDERS OF SECURITIES ISSUED BY THE COLUMBUS, SANDUSKY AND HOCKING RAILROAD COMPANY:

A large proportion of the holders of the General Mortgage bonds and other securities issued by the company above named being dissatisfied with the plan of reorganization which has been promulgated, have signed an agreement to deposit their bonds with the North American Trust Company, 100 Broadway, New York, with a view to reorganization upon the following terms agreed on among themselves:

First mortgage bonds, 4 per cent., to be authorized by the reorganized company, shall not exceed $4,000,000. Second mortgage income 4 per cent. bonds not to exceed $4,500,000. Assessment on bonds deposited: Present first mortgage bonds, none. Present general mortgage bonds, 10 per cent. Present income bonds, 10 per cent. Present stock, 5 per cent. All assessments to be repaid in new first mortgage bonds at 80.

In the event a reorganization shall not be effected on this basis or on terms equally advantageous, then the securities to be redelivered to the subscribers on the payment of $1 per bond.

Whatever plan of reorganization said Trust Company may effect, to be underwritten by responsible parties, and to be made effective at the earliest practicable date.

Other holders of securities issued by the Columbus, Sandusky and Hocking Railroad Company, including holders of trust certificates who wish to become parties to this agreement, are invited to call at the office of the North American Trust Company, 100 Broadway, where further information will be given.

W. L. TRENHOLM, President.

The Tradesmens National Bank
Of the City of New York.
Capital and Surplus - - - - $875,000
JAMES MACNAUGHTAN, Pres.
DAVID H. BATES, Vice Pres.
JAMES W. CLAWSON, Cashier.

THE FINANCIAL MARKETS

Now that the taking of Santiago by the American forces is an accomplished fact, Wall Street is likely to pay more attention to the normal factors in the situation. In all better informed quarters the Santiago victory is looked upon as decisive. It is believed that peace negotiations must immediately follow. How long the dickering between the American and Spanish Governments may go on, and whether or not it may be necessary to make further captures of Cuban cities in order to bring the negotiations to an early termination, is beyond conjecture. But that the fall of Santiago marks the beginning of the end is the belief of conservative Wall Street—a belief which apparently has for its foundation hints from official Washington.

⁂

Unless there are unforeseen developments of an adverse character—developments that indicate a possible extension of the war period—Wall Street is not likely to pay as much attention to war matters as heretofore. More consideration is likely to be given favorable conditions, which, although appreciated, have not been recently influential as security market factors because of the war uncertainties.

⁂

And of these favorable conditions the plethora and cheapness of money are likely to be the most potent, especially in so far as Wall Street is concerned. No more conclusive evidence of the wealth of the American people and of the plenitude of money is possible than that afforded by the immense oversubscription to the Government's war loan. After such an illustration there can be no fears of any lack of money for all purposes. When the $200,000,000 bond issue was first talked of, Wall Street feared that it would mean a money panic. But that amount has been subscribed over and over again, and there has not been a tremor in the money market. The lesson taught by this bond subscription cannot be too well learned. Nor can its effect upon financial sentiment, both here and throughout the world, be overestimated.

CHICAGO GREAT WESTERN.

Mr. John Muir of the Stock Exchange, who has recently become a specialist in Chicago Great Western securities, sums up his faith in that property in the following letter:

To the Editor of The New York Times:

The Chicago Great Western Railroad is situated in a unique geographical position, forming the outline of the letter Y, the base being Chicago and the apex of each stem St. Paul and Kansas City, respectively. It is one of the three short lines between Chicago and St. Paul, the shortest between the Southwest and Northwest, and is a direct line between Chicago and the chief cities of the Southwest on the Missouri River—Atchison, Leavenworth, St. Joseph, and Kansas City.

The property has been reorganized in a most thorough manner. It now has no bonded debt, all of its securities consisting of stock. During the past two years over $2,500,000 has been spent in permanent improvements, such as heavy rails, reduced grades, (maximum now being about twenty-six feet to the mile,) and the substitution of iron structures for trestles and wooden culverts.

The operating expenses with these improvements compare favorably with those of the adjacent trunk lines. Chicago Great Western's gross earnings this year will reach about $5,500,000, leaving a net of over $2,000,000, which will take care of the 4 per cent. interest on the debentures and 2½ per cent. on the "A" preference, which will be paid in January, and leave a surplus for the junior stocks. The common, now selling at 14½, and which sold at 24 last September, will no doubt sell above 30 in the next movement.

The physical condition of the property, its valuable local traffic, its commanding position as a controller of the Granger road rates on through business, its absence of bonded debt, its minimum stock charges, and its able and active management make the stocks of Chicago Great Western the most attractive of the low-priced issues on the New York Stock Exchange.

JOHN MUIR.

DENVER AND RIO GRANDE.

In an extended editorial review, The London Financial News pays high tribute to the management of the Denver and Rio Grande Railroad Company. That authority—the leading financial journal of London—is not ordinarily bullish on American properties, but it is unstinted in its applause of Denver and Rio Grande, saying:

"The Denver Company, it must be remembered, is in a very enviable condition; for there are not many American Presidents who could say, as Mr. Jeffery did in his last report, 'There are no loans, overdrafts, or other forms of floating indebtedness.'

"Moreover, it has for Controller that redoubtable financial purist, Mr. Stephen Little.

"From July 1 to April 30 the net earnings amounted to $2,777,080—an increase of $418,782. In May and June, 1897, the net receipts, together with the sweepings at the end of the year, came to $563,162. Adding this to the ascertained receipts for the ten months we get a total of $3,340,242. This would be the net revenue for 1897-8 if there were no improvement whatever in May and June, but as there was a gross increase of $91,500 in May, it is practically certain that the total of $3,340,242 will be considerably exceeded. To be on the safe side, we will take it at that figure. The fixed charges of all sorts last year—debt service, taxes, insurance, and rentals of leased lines—were $2,417,264, and we have no reason to suppose that they will be any larger this year, except that taxes, which have the same unpleasant tendency to grow in the United States as they do in England, may require a few thousand dollars more. The increase, however, will be so trifling that we may safely eliminate it from our calculations, especially as we have allowed nothing for any improvement in net receipts in the last two months of the year. Deduct the charges of $2,417,264 from $3,340,242, and there remains $922,978 available for dividend on the preferred stock, to pay 1 per cent. on which takes $236,500. The surplus, consequently, should be equal to close on 4 per cent., and if the Directors decide to make up the year's dividend only to 3 per cent. they would be able to carry forward $213,478. As they were content to carry forward but $31,195 last year, they will surely be satisfied with a balance of $213,478, which may be much larger, as our calculations, if anything, have erred on the safe side. Assuming, then, that Denver preferreds will get 3 per cent. for 1897-8, they cannot be considered dear at the present quotation of 52½, especially as it includes practically $2 in the price, 1 per cent. having been paid in January. But it is not so much to the past as to the future that we look to justify higher values.

"The preferred stock, it should be remembered, is entitled to 5 per cent. when earned, and it would not be at all surprising if it got it next year. For the first half of the current period the mining industry of Colorado was still suffering from the results of the protracted strike. That will not be the case in 1898-9. Then, again, the farmers in the West are enjoying now almost unprecedented prosperity; their spending power has increased enormously, and their purchases naturally benefit every sort of trade.

"If, as all reports go to show, business throughout the States is good, the people have more money to spend, and one result of the war with Spain will be that instead of taking a European trip many of the Eastern residents will make acquaintance this Summer with the Western portion of their own country. And it is not without justice that the Denver is styled the tourist road, for it passes through the grandest and most beautiful scenery in the United States."

AS TO RUBBER.

Says The Boston Commercial Bulletin, in discussing the recent strength of Rubber stocks:

"United States Rubber securities have been features of the market this week, and they bid fair to continue active, at advancing prices. The Keene pool is doing great work, and it looks as though the rise in the common had just started. The latter is declared to be earning over 4 per cent., but the great bull points about Rubber are that the management has been completely revolutionized. The old leakages have been stopped and the stupendous salary lists have been reduced to a business basis. In other words, the property is being managed in the interest of stockholders rather than for a few individuals. The Converse people are again reported buyers of the stocks, this time of large amounts of the common, and they usually know what they are doing. The company has undoubtedly been benefited by the war in the shape of supplying rubber blankets, &c."

A BOSTON VIEW.

Wall Street will extract from every passing incident of the war, be it great or be it small, whatever of value it possesses as a market factor, now buying, now selling, and winning profits as they present themselves on the way. Advances are more easily achieved than declines, because the expenditure of effort for the advance is greater than for the decline. The strong men are mostly arrayed on the long side of stocks. The public is only a small investment factor, and its limited buying carries prices against itself. New records are being constantly made for investment stocks.—Boston Herald.

MONEY IN CHICAGO.

Statements regarding conditions of the local money market are at wide variance. It is only a few days since a prominent local bank announced that it was loaned up to the full limit. According to certain authorities rates are hardening, and the demand for accommodation is increasing. It is hard to reconcile any such statements with the announcement that two local banks offered money on absolutely gilt-edged sixty-day commercial paper at 3½ per cent., or a rate as low as could be obtained in New York. This is in no sense quoted as the general market for what would be classed as gilt-edged paper. It was offered without any qualification, and may be taken as the minimum rate on the best security of its class. There is no new feature in the financial situation at the moment. The tone of the market is no less firm than recently; but, on the other hand, borrowers still appear to be taking chances of easy terms later on. Conditions are also unchanged in the mercantile paper market. There are all sorts of possibilities in the effect of the new bond subscription on the local money market. It is estimated by bank officials that at least 10 per cent. of the bond issue, or $10,000,000, has been subscribed in this city, without taking in account the applications for large amounts made by the banks.—Chicago Tribune.

FINANCIAL ANNOUNCEMENTS.

Goldman, Sachs & Co. offer to investors $500,000 Chicago, Milwaukee and St. Paul Railway Company general mortgage 4 per cent. gold bonds.

It is announced that holders of a large proportion of the general mortgage bonds and other securities of the Columbus, Sandusky and Hocking Railroad Company, being dissatisfied with the reorganization plan which has been prepared, have signed an agreement to deposit their bonds with the North American Trust Company, with a view to a reorganization upon these terms: First mortgage 4 per cent. bonds to be authorized by the reorganized company not to exceed $4,000,000; second mortgage 4 per cent. income bonds not to exceed $4,500,000; no assessment to be exacted of present first mortgage bonds; present general mortgage and income bonds not to be assessed more than 10 per cent. each, and present stock not more than 5 per cent., all assessments to be repaid in new first mortgage bonds at 80. Other holders of securities of the railroad company are invited to become parties to this agreement.

FINANCIAL.

The Baltimore & Ohio Railroad Co.

Five Per Cent. Consolidated Mortgage Bonds Issued Under Mortgage Dated December 19, 1887,

(Known as Bonds of 1988.)

New York, July 14, 1898.

To the Holders of Certificates issued under the Bondholders' Agreement dated November 1, 1897; representing B. & O. consolidated Bonds of 1898:

Referring to our circular of June 22, 1898, we have now to inform you that holders of the above-described certificates representing more than 75 per cent. of the bonds deposited with us under the said Agreement of November 1, 1897, have given their written assent to the deposit of such bonds under the Plan for the Reorganization of the Baltimore and Ohio Railroad Company, dated June 22, 1898.

By the terms of said Agreement we are thus empowered to deposit under said Plan all of the "Bonds of 1988" held by us.

Any non-assenting certificate holder who fails to notify us of his dissent on or before July 28, 1898, at the office of J. P. Morgan & Co., New York, or J. S. Morgan & Co., London, will please take notice that we shall presume conclusively that he has assented to a deposit of his bonds under the said Plan of Reorganization; or he may surrender his certificate at either of said offices on or before that date, and in return therefor we will deliver to him the bonds represented thereby.

All bonds not so dissenting or withdrawn will be deposited by us under said Plan.

J. P. MORGAN & CO.
BROWN BROTHERS & CO.
BARING, MAGOUN & CO.

London, June 22, 1898.

Having jointly made an issue of the above-described bonds in this market, under date of May 15th, 1898, simultaneously with that made in New York by our respective representatives, who have signed the above circular, we strongly recommend all holders of certificates for such bonds to assent to the terms proposed for the bonds under the Plan of Reorganization. Signed "Assents" may be sent to Messrs. J. S. Morgan & Co., 22 Old Broad Street, London.

J. S. MORGAN & CO.
BROWN, SHIPLEY & CO.
BARING BROTHERS & CO., Limited.

The Baltimore & Ohio Railroad Co.

Six Per Cent. Gold Mortgage Bonds Due April 1, 1919, and Known as "Parkersburg Branch Bonds."

23 Wall Street,
New York, July 14, 1898.

To the Holders of Certificates issued under the Bondholders' Agreement dated April 1, 1898, representing B. and O. "Parkersburg Branch Bonds":

Referring to our circular of June 22, 1898, we have now to inform you that holders of the above-described certificates representing more than 60 per cent. of the bonds deposited with us under the said Agreement of April 1, 1898, have given their written assent to the deposit of such bonds under the Plan for the Reorganization of the Baltimore and Ohio Railroad Company dated June 22, 1898.

By the terms of said Agreement we are thus empowered to deposit under said Plan all of the "Parkersburg Branch" bonds held by us.

Any non-assenting certificate holder who fails to notify us of his dissent on or before July 28, 1898, will please take notice that we shall presume conclusively that he has assented to a deposit of his bonds under the said Plan of Reorganization, or he may surrender his certificate to us on or before that date, and, in return therefor, we will deliver to him the bonds represented thereby.

All bonds not so dissenting or withdrawn will be deposited by us under said Plan.

J. P. MORGAN & CO.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS. AVAILABLE IN ALL PARTS OF THE WORLD.

Brooklyn Elevated R. R.
SECURITIES DEALT IN.
DAVID PFEIFFER, 18 Wall St.

SAVINGS BANKS.

GREENWICH SAVINGS BANK,
S. E. Cor. 6th Ave. and 16th St.
INTEREST AT THE RATE OF THREE AND ONE-HALF PER CENT. PER ANNUM will be credited depositors for the SIX MONTHS and THREE MONTHS ENDING JUNE 30, 1898, on all sums from five dollars to three thousand dollars entitled thereto under the by-laws, payable JULY 18, 1898.
JOHN HARSEN RHOADES, President.
JAMES QUINLAN, Treasurer.
B. OGDEN CHISOLM, Secretary.
Deposits made before JULY 10, 1898, will draw interest from JULY 1, 1898.

THE NEW YORK TIMES.

"All the News That's Fit to Print."

AUCTION SALES OF STOCKS AND BONDS.

TO ALL TO WHOM IT MAY CONCERN:

YOU WILL PLEASE TAKE NOTICE that we shall sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the City of New York, through Messrs. R. V. Harnett & Company, Auctioneers, on July 18th, 1898, at 12 o'clock noon, the following securities, heretofore pledged with us by the Chicago, Peoria & St. Louis Railroad Company of Illinois, to wit:

$2,100,000	Chicago, Peoria & St. Louis Railroad Company of Illinois 1st Mortgage 4 per cent. Bonds, (January 1, 1897, and subsequent coupons on.)
10,750	Shares of Preferred Stock of said Chicago, Peoria & St. Louis Railroad Company of Illinois.
2,979	Shares of Common Stock of said Chicago, Peoria & St. Louis Railroad Company of Illinois.
$201,800	Jacksonville & St. Louis Railway Company Income Bonds, (July 1st, 1897, and all subsequent coupons attached.)
1,000	Shares of Stock of said Jacksonville & St. Louis Railway Company, (Voting Trustee Certificate.)

Dated New York, July 1st, 1898.

DENT, PALMER & CO.,
27 Pine Street, Borough of Manhattan, New York City.

MEETINGS AND ELECTIONS.

Office of the
TENNESSEE COAL, IRON AND RAILROAD CO.,
Tracy City, Tennessee, July 13, 1898.

TO THE STOCKHOLDERS:

Notice is hereby given that a Special Meeting of the Stockholders of this Company has been called, and will be held at the office of the Company, Tracy City, Tennessee, on Thursday, the 15th day of September, 1898, at one o'clock in the afternoon, the purpose of such meeting being to enable the Stockholders to determine whether they will or will not approve certain contracts, deeds, and conveyances, with and to and for the Alabama Steel and Ship Building Company, of the State of Alabama, by and from this Company, and constituting a disposition of part of the property of this Company, and authorizing and confirming the action of the Board of Directors in acquiring the stock and bonds of said Alabama Company, all as authorized by the laws of the State of Tennessee, and also by the special act passed by the Legislature of the State of Alabama February 10, 1893, conferring special powers on this company. By order of the Board of Directors.

JNO. F. FLETCHER, JR., Secretary.

DIVIDENDS.

OFFICE OF THE

Northern Pacific Railway Company

MILLS BUILDING,
New York, July 13, 1898.

At a meeting of the Board of Directors held this day there was declared from the net earnings a dividend of ONE PER CENT. on the Preferred Stock of this Company for the quarter ending September 1st, 1898, same to be paid September 6, 1898, to the holders of record of the Preferred Stock at the closing of the transfer books on August 10th, 1898.

For the purpose of such dividend, the transfer books of this company will be closed at 3 P. M. on August 10th, 1898, and will be reopened at 10 A. M. on August 22d, 1898.

NORTHERN PACIFIC RAILWAY COMPANY.
By GEORGE H. EARL, Secretary.

23 WALL STREET,
New York, July 13, 1898.

The above dividend of one per cent. will be payable on September 6th, 1898, to holders of record at the close of business on August 10th, 1898, on the books of the Voting Trustees for certificates of Preferred Stock of the Northern Pacific Railway Company. The transfer books of the Voting Trustees for certificates for Preferred Stock will close in New York and Berlin at 3 P. M. on August 10th, 1898, and will be reopened at 10 A. M. on August 22d, 1898.

J. P. MORGAN & CO., New York.
DEUTSCHE BANK, Berlin.
Agents for Voting Trustees.

Pullman's Palace Car Co.
DIVIDEND NO. 126.

The usual quarterly dividend of TWO DOLLARS per share from net earnings has been declared, payable August 15th, to stockholders of record at close of business August 1st, 1898.

SPECIAL DIVIDEND.

A special dividend of twenty dollars per share has been declared, payable August 15th, to stockholders of record at close of business August 1st, 1898.

Transfer books will close August 1st and reopen August 16th, 1898. Checks for both dividends will be mailed from the several Transfer Agencies August 15th, 1898, to stockholders of record August 1st, 1898.

A. S. WEINSHEIMER, Secretary.
Chicago, July 1st, 1898.

ARE YOU INSURED?

THE RUTGERS FIRE INSURANCE COMPANY,
No. 200 PARK ROW.
New York, July 12th, 1898.
EIGHTY-EIGHTH DIVIDEND.

The Board of Directors have this day declared a semi-annual dividend of Four Per Cent., payable on and after Aug. 1st, 1898. The transfer books will be closed from the 18th inst. to Aug. 1st, 1898.

HENRY C. KREISER, Secretary.

THE LAWYERS' TITLE INSURANCE COMPANY OF NEW YORK,
37 and 39 Liberty St., 44½ and 46 Maiden Lane,
New York, July 14th, 1898.

THE BOARD OF DIRECTORS of this Company has this day declared a dividend of 2½ per cent. and an extra dividend of 1 per cent., payable at the Company's offices on Aug. 1, 1898. The transfer books will be closed Saturday, the 16th inst., and reopened Tuesday, the 2d of August, 1898.

JOHN DUER, Treasurer.

Pacific Fire Insurance Company.
Ninety-second Dividend.

A semi-annual Dividend of Five Per Cent (5%) is payable on demand at the office of the Company, No. 32 Pine Street, New York.

GEORGE JEREMIAH, Secretary.
New York, July 14, 1898.

Globe Fire Insurance Co.,
80-82 William St.

A semi-annual dividend of Three per cent. was this day declared, payable on and after July 20th, 1898.

WM. VALENTINE, Secretary.

PROPOSALS.

WAR DEPARTMENT.—Quartermaster General's Office, Washington, D. C., July 17th, 1898.—Transportation of Spanish Prisoners of War to Spain.

Sealed proposals are invited for the transportation of the Spanish prisoners of war who surrendered to the United States forces, from Santiago de Cuba to Cadiz or such other port of Spain as may hereafter be designated.

Their number is estimated as 1,000 commissioned officers, and 24,000 enlisted men.

Cabin accommodations are to be supplied for the officers and third-class or steerage accommodations, having suitable galleys accommodations, conforming to the United States requirements as to space and ventilation, for the enlisted men. The United States Government will deliver the prisoners on board at Santiago. Proposals to state the per capita price for transporting officers and for transporting enlisted men, and for their subsistence and delivering them on shore at the Spanish port. Subsistence to be equal to United States Army "garrison" rations, as follows. 1,000 complete rations:

	Pounds, Net Weight.
MEAT.	
Pork, 1-10	75
Bacon, 2-10	150
Tinned roast beef, 7-10	700
Flour, or	1,125
Hard bread	1,000
VEGETABLES.	
Dry beans, or	75
Rice	50
Fresh potatoes	800
Onions	200
Coffee, roasted	80
Sugar	150
Vinegar	80
Soap	40
Salt	40
Pepper, black	2.5

Needed transportation as above specified to report to the Chief Quartermaster at Santiago between July 30th and August 10th, 1898.

Payment will be made when evidence that the prisoners have been delivered is presented to this office. Proposals should be addressed to Col. Frank J. Hecker, care Depot Quartermaster, United States Army Building, New York City, and will be opened at eleven o'clock A. M., July 20th, 1898.

(Signed.) M. I. LUDINGTON,
Quartermaster General, United States.

Bogus Spanish Souvenirs.

From the Portsmouth (N. H.) Journal.

Since the arrival of the Spanish prisoners of war here a man with more greed for money than honor has had several hatbands made with the words "Cristobal Colon" printed on them, hoping to work off the fake on a few who did not know the difference. He tried to have some printed with the word "Vizcaya," but did not know how to spell it. The genuine cap ribbons worn by the Spanish sailors have the name of the vessel woven with wire thread into the band and are not printed.

Columbia River Salmon Pack.

From The Portland Oregonian.

A careful estimate of the salmon pack on the Columbia River this season shows that up to the first of the present month about 200,000 cases had been put up. While these figures are not official, they were gleaned from the most reliable sources, and can be depended upon as substantially correct. About 60 per cent. of the total pack is of chinook salmon, the rest being principally bluebacks, which have entered the river in unprecedented quantities this year. This estimate does not include the large amount of fish that has been shipped from the Columbia to Eastern and foreign markets in cold storage.

No Reduction of Wages.

CLEVELAND, July 17.—Manager G. H. Shuler of the American Wire Works said last night there had been no reduction of wages at the works since April and that none was contemplated. He said the report that a reduction of wages had been posted must be due to a mistake.

THE COMMERCIAL WORLD

CASH PRICES FOR STAPLES.

Wheat, No. 2 red	.89
Corn, No. 2 mixed	.38¼
Oats, No. 2 mixed	.27
Flour, Minnesota patents	$4.90
Cotton, middling	6 3-16
Coffee, No. 7 Rio	.06⅛
Sugar, granulated	.05⅝
Molasses, O. K. prime	.30
Beef, family	11.50
Beef hams	22.25
Tallow, prime	.03⅝
Pork, mess	10.25
Hogs, dressed, 160-lb	.05⅝
Lard, prime	5.90
Iron, No. 1 Northern, foundry	11.25
Butter, creamery, Western	.17

CHICAGO, July 16.—Flour steady; special brand, $5; hard, patents, $4.50@$4.75; straights, $4.10@$4.30; bakers', $3.25@$3.40; No. 3 Spring wheat, 72@82c; No. 2 red, 75c; No. 2 corn, 33¼c; No. 2 yellow corn, 33¼@33⅜c; No. 2 oats, 24c; No. 2 white, 27c; No. 3 white, 26c; No. 2 rye, 48½c; No. 2 barley, 30@35c; No. 1 flaxseed, $1.02½; prime timothy seed, $2.55; mess pork, per bbl, $9.85@$9.90; lard, per 100 lb, $5.60@$5.62½; short ribs, sides, (loose,) $5.50@$5.80; dry-salted shoulders, (boxed,) 4¾@5c; short clear sides, (boxed,) $6.05@$6.20; sugars, cutloaf, $6.02; granulated, $5.52.

COTTON.

The cotton market opened dull, at a decline of 1@2 points, ruled fairly active, but generally weak, and closed barely steady at the lowest price of the day, a decline of 5@7 points. Total sales futures, 54,600 bales. The demand for spot cotton was moderately active at unchanged prices, closing steady; middling, 6 3-16c; middling Gulf, 6 7-16c; sales, 2,471 bales, including 823 export (direct shipment) and 1,648 spinning. The weakness of Saturday's market was largely the result of continued favorable accounts from the cotton belt as to the condision and outlook of the crop. The Chronicle, in its weekly weather report, states that cotton is doing very well as a rule, but that in a few districts growth has been too rapid. The English cables were not satisfactory in the main. While showing exceptionally large sales of spot cotton (10,000 bales) for a Saturday market, the future market failed to hold up. There was very little encouragement in the way of private cables, the general purport of which pointed to renewed hesitation on the part of speculators, and to a determination to rely upon the accuracy of current large crop claims. There was no speculative energy, and nothing but a demand from the shorts stopped the decline Saturday. The effect of Saturday's decline on the Liverpool market this morning is awaited with special interest. It is claimed that there are several weak long accounts here that will come on the market to-day if Liverpool makes a full response to our decline of Saturday.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
July	..	..	..	5.98@6.00
August	6.04	6.04	6.00	6.00@6.01
September	6.02	6.02	5.98	5.97@5.99
October	6.03	6.03	5.99	5.99@6.00
November	6.03	6.03	6.00	5.99@6.00
December	6.07	6.07	6.03	6.01@6.03
January	6.11	6.11	6.05	6.05@6.06
February	..	..	..	6.08@6.10
March	6.16	6.16	6.13	6.11@6.13
April	..	..	..	6.14@6.16

LIVERPOOL, July 16.—Middling upland, 3 15-32d; December and January, 3.21½s; January and February, 3.21½b; February and March, 3.22b; March and April, 3.23v; April and May, 3.23½b; July, 3.25b; July and August, 3.25s; August and September, 3.24½s; September and October, 3.23b; October and November, 3.22b; November and December, 3.21½s.

FUTURES.

NEW YORK PRICES.

	Open.	High.	Low.	Close.
Wheat—				
July	81½	81⅝	81½	81½
September	72½	72⅞	72 7-16	72½
December	72½	72½	72⅜	72⅜
Corn—				
July	..	..	..	36¾
September	37⅝	37⅝	37¼	37⅜
December	38⅝	38⅝	38½	38⅝
Oats—				
July	..	—	—	26¾
Lard—				
July	..	..	..	5.90

CHICAGO PRICES.

	Open.	High.	Low.	Close.
Wheat—				
July	73½	73¾	73¼	73⅝
September	67⅝	67⅝	67	67¼
December	67⅝	67⅝	67¼	67½
Corn—				
July	33	33⅜	32¾	33⅝
September	33⅝	33 15-16	32 15-16	33⅞
December	33⅝	34¼	33⅝	34¼
Oats—				
July	23½	23⅞	23⅝	23⅝
September	19⅞	20	19⅝	19⅞
Lard—				
July	..	..	..	5.62½
September	5.67½	5.70	5.65	5.70
Ribs—				
July	..	..	..	5.70
September	5.67½	5.70	5.67½	5.70
Pork—				
July	9.80	9.85	9.80	9.85
September	10.07½	10.07½	9.95	10.00

BREADSTUFFS.

Wheat.

The developments in wheat Saturday were again of an uninteresting nature, with the undertone somewhat weakened by a continuation of favorable crop prospects and the same bearish view of the new crop movement which has been taken by the local element all the week. The only period of steadiness during the forenoon was based entirely upon the firmness in corn, and while attended by moderate covering, brought out no buying of a substantial nature.

MILWAUKEE, Wis., July 16.—No. 1 Northern, 90c; No. 2 Spring, 89c; September, 70c.

MINNEAPOLIS, Minn., July 16.—July, 86½c; September, 67c; December, 65⅝c; No. 1 hard, 90¼c; No. 1 Northern, 88¼c; No. 2 Northern, 85¼c.

DULUTH, Minn., July 16.—No. 1 hard cash, July, 87c bid; September, 69⅛c bid; December, 67½c; No. 1 Northern, 85c.

Oats.

No. 2 closed at 27c; No. 3, 26½c; No. 2 white clips, 30c; No. 2 white, 29c; No. 3 white, 28c; track mixed, 27@28c; track white, 28½@35c.

Miscellaneous.

RYE—No. 2 Western, 55c, free on board, afloat; 48c, cost, insurance, and freight, Buffalo. BARLEY—Feeding, 33½@35c, nominal, cost, insurance, and freight, Buffalo.

Flour and Meal.

RYE FLOUR—$2.60@$3.10. CORNMEAL—Kiln-dried, $2.05@$2.15, as to brand. BAG MEAL—Fine white, 85c; fine yellow, 80c; coarse, 72@73c. FEED—40, 60, and 80 lb, Winter, in bulk, spot, 70@72½c; Spring, bulk, 65@67½c; to arrive, 65c; middling, bulk, 80@85c; rye feed, 62½@65c; city feed, 70c; hominy chop, 62½c; oil meal, $23@$24; screenings, 30@70c.

MINNEAPOLIS, Minn., July 16.—Flour unchanged.

PROVISIONS.

PORK—Mess, $10@$10.50; family, $11.50@$12; short clear, $11.50@$13.50. BEEF—Mess, $10.50; family, $11.50; packet, $11@$11.50; extra India mess, $17. BEEF HAMS—$22@$22.50. DRESSED HOGS—Bacons, 5⅝c; 180-lb, 5⅝c; 160-lb, 5¾c; pigs, 5⅞c. CUT MEATS—Smoking bellies, 6¾@7c; 10-lb, 6@6¼c; 14-lb, 5⅝c; pickled shoulders, 4@4¼c; pickled hams, 7½@8c; Western green, 16-lb, 7c; Western S. P., 6⅛c. TALLOW—City, 3⅝c; country, 3⅝@3¾c. LARD—$5.90; city lard, $5@$5.12½; refined, South America, $6.50; Continent, $6.15; Brazil, kegs, $7.60; compound, city, 4⅝@4¾c; Western, $4.62½. STEARINE—Oleo, 4⅞@5c; city lard stearine, 6⅝@6¾c.

LIVERPOOL, July 16.—Close: Beef—Extra India mess, 72s 6d; prime mess, 65s. Pork—Prime mess, fine Western, 51s 3d; prime mess, medium Western, 48s 9d. Hams—Short cut, 14 to 16 lb, 35s 6d. Bacon—Cumberland cut, 28 to 30 lb, 29s 6d; short rib, 20 to 24 lb, 31s; long clear middles, light, 35 to 38 lb, 31s; long clear middles, heavy, 40 to 45 lb, 30s 6d; short clear backs, 16 to 18 lb, 30s; clear bellies, 14 to 16 lb, 34s. Shoulders—Square, 12 to 14 lb, 24s. Lard—Prime Western, 28s 3d. Cheese—American finest white and colored, 36s 6d. Tallow—Prime city, 18s 6d.

COFFEE.

There was some "switching" on the Coffee Exchange Saturday in an effort to transfer interests to the later deliveries. The market ruled materially active but featureless, with a weak undertone, after opening steady at unchanged prices, to a decline of 5 points. The easy feeling resulted from lower Hamburg cables and indications of full receipts at Rio and Santos, supplementing already existing bearish conditions, notably the large American visible supply, the unsatisfactory deliveries from United States warehouses, the continued apathy of speculation, and the indifference of spot buyers. There was no cable news from the Havre market, which remained closed on account of the Bastile holiday. To-day the Havre market will reopen, and it is not expected that, after the somewhat protracted holiday in France, Havre will do anything more than to conform to the small changes that have taken place in Brazil, Hamburg, and the markets of this country. The whole situation, as to Brazilian coffee futures, is destitute of energy, and only a dragging market is looked for until the inevitable "unexpected" happens.

Saturday's market closed barely steady at unchanged prices to 10 points decline. Total sales Brazilian coffee futures, 17,250 bags.

Contract prices ranged as follows:

	Opening.	High.	Low.	Close.
July	5.45	5.45	5.45	5.40@5.50
August	5.40	5.40	5.40	5.40@5.45
September	5.55	5.55	5.50	5.50@5.55
October	..	..	..	5.55@5.60
November	..	..	..	5.55@5.65
December	5.65	5.65	5.65	5.60@5.65
January	..	..	..	5.65@5.70
February	..	..	..	5.65@5.75
March	5.75	5.75	5.75	5.70@5.75
April	..	..	..	5.75@5.80
May	5.90	5.90	5.85	5.80@5.85
June	..	..	..	5.85@5.95

FOREIGN MARKETS—Santos, good average, 7$500. Hamburg, ¼@½ pfennig net lower. Havre, holiday.

SUGAR.

Centrifugal, 4 3-16c; muscovado, 3 9-16c; molasses sugar, 3 5-16c.

OILS.

Prime crude, 18¼c, nominal; prime crude, free on board, mills, 16½@17c; prime Summer yellow, 23½@24c; off Summer yellow, 23¼c; butter grades, 27@28c; prime Winter yellow, 28@29c; linseed, American raw, 39@40c; American boiled, 41@42c; Calcutta raw, 54c; lard oil, choice, 48@50c.

WOOL.

Current quotations of carpet wools based upon Wool Exchange official classifications are as follows: Carpet—Aleppo, washed, 23@23½c; Angora, 14@14½c; Bagdad, black, 20@21c; Bagdad, fawns, 20@21c; Bagdad, white, 22@23c; Bokhara, colors, 13½@14c; Bokhara, white, 15@16c; camel's hear, Russian, 13@13½c; China, ordinary, 11@14c; China, combing, 15@17c; Cordova, 14@14½c; Donskoi, Autumns, 17c; Donskoi, combing, 23@25c; Donskoi, colors, 20@23c; Donskoi, lambs, 16@18c; Scotch, 16@17c; Valparaiso, 13@14c. East India and Asiatic—East India, Joria, and Vicaneer, 24@27c; East India, Candahar, 22@25c; East India, carpet filling, choice, 17@18c; East India, carpet filling, low, 12@15c; Georgian B. O., 16@17c; Georgian B., 14@16c; Georgian B. S., 13@15c; Karadi, choice, 17@18c; Karadi, ordinary, 15@17c; Khorassan, colors, 14½c; Khorassan, white, 18@19c; Mohair, Turkish, 42@46c; Mossul, washed, 17@19c; Mossul, unwashed, 14c; Oporto, 19c; Salonica, 12@13c.

NAVAL STORES.

Tar, regulars, $1.85@$1.95; tar, oil, bbls, $3.62½; pitch, $1.85; spirits turpentine, 27½@28c; resin, common to good strained, $1.35@$1.40; E, $1.45@$1.47½; F, $1.55; G, $1.65; H, $1.75; I, $1.80; K, $1.90; M, $1.95; N, $2.10; WG, $2.20; WW, $2.80.

CHARLESTON, S. C., July 16.—Turpentine, 24c. Resin unchanged.

SAVANNAH, Ga., July 16.—Spirits turpentine, 24⅝@25c. Resin unchanged.

WILMINGTON, N. C., July 16.—Crude turpentine firm; $1, $1.50.

METALS.

Iron, Northern No. 1 foundry, $11.25; do, Southern No. 2 soft, $10.25; steel rails, $18.50; pig iron warrants, $6.60; lake copper, ingot, $11.87½; tin, 15.70c; lead, 3.97½c; spelter, 4.62½c.

LIVE STOCK.

BEEVES—Cable steady.

CALVES — Veals, $5.75@$6.25; "fed" calves, $3.50@$4; no buttermilks or Westerns; city dressed veals, 8@10c per lb.

SHEEP AND LAMBS—Lambs, 35@75c lower; sheep, common to good, $3@$4.50; lambs, common to prime, $5.75@$6.95.

HOGS—$4.20@$4.50.

STATE COURTS.

New York Calendars—This Day.

SUPREME COURT—Appellate Division.—Recess.

SUPREME COURT—Appellate Term.—Adjourned for the term.

SUPREME COURT—Special Term—Part I.—Bookstaver, J.—Opens at 10:30 A. M. Litigated motions.

1—Johannes vs. Johannes.
2—Hayward vs. Piner.
3—In re Peck.
4—Mapelsden vs. Blankman.
5—Cosmopolitan Fashion Co. vs. Tillinghast.
6—Bernheimer vs. Stern.
7—Barrie vs. Yorston.
8—In re Bell.
9—Nineteenth Ward Bank vs. Dolan.
10—Wortman vs. Behrens.
11—George W. Lederer Co. vs. Jordan.
12—Walther vs. Engels.
13—Coffin vs. O'Herr.
14—Brauer vs. Chase.
15—In re Clark.
16—Leitner vs. Leitner.
17—Mayor, &c., vs. Hamill.
18—Matz vs. Matz.
19—In re Adams.
20—In re Fairchild & Co.
21—Mulford vs. Cram.
22—In re Mayor, &c.
23—Estey & Camp vs. Automaton Piano Co.
24—Goldstein vs. Warren
25—Hogencamp vs. Hogencamp.
26—People, &c., vs. Kurtz.
27—Kesler vs. Kesler.
28—Bank of Commerce of San Francisco vs. Carroll.
29—Costello vs. Costello.
30—In re Salomon.
31—Foster vs. Foster.
32—Nesmith vs. Am. Pegamoid Co.
33—Alcott vs. Vultee.
34—Hansen vs. Ketcham.
35—Cielmesli vs. Hoffman.
36—Townsend vs. N. Y. Compound Engine Co.
37—In re Fleischman.
38—Wilson vs. Fleming.
39—Suffield vs. Suffield.
40—Mechanics & Traders' Nat. Bank vs. Foltner.
41—In re Allen.
42—Weil vs. Hath.
43—In re S. M. Bixby & Co.
44—People ex rel Dittman vs. County Clerk of N. Y.
45—In re Johnson.
46—People, &c., vs. Grosberg.
47—Quin vs. Gold and Stock Tel. Co.
48—Mutual Life Ins. Co. vs. Read.
49—Ullman vs. Golde.
50—People, &c., vs. Celano.
51—Dudley vs. Wolf.
52—Shaver vs. Int. Standard Gas M. Co.
53—Forbes vs. Am. Pub. Corporation.
54—In re River Av.
55—Chatterton vs. Baldwin.
56—Rosenkrans vs. Rosenkrans.
57—Murphy vs. Sowman.
58—Durant vs. Durant.
59—Levin vs. Man. El. Ry. Co.
60—Wieberly vs. Wieberly.
61—McClakhley vs. Methodist Episcopal Church.
62—Grunwald vs. Heine.
63—People ex rel. Congregation Agudes, &c., vs. Lifshitz.
64—Staten Island Water Supply Co. vs. City of N. Y.
65—Garber vs. Gottesfeld.
66—Dickerson vs. Dickerson.
67—Levine vs. Levine.
68—Supply Hardware Co. vs. Driggs.
69—Tracy vs. Dolan.
70—Fleischman vs. Steckler.

SUPREME COURT—Special Term—Part IV.—Adjourned May term.—Daly, J.—Opens at 10:30 A. M. Case on. 5927—Dorsett vs. Ormiston.

SUPREME COURT—Special Term—Part II.—Bischoff, Jr., J.—Opens at 10:30 A. M. Ex parte business.

SUPREME COURT—Special Term—Parts III., IV., V., VII., and VIII.—Adjourned for the term.

SUPREME COURT—Special Term—Part VI.—MacLean, J.—Opens at 10:30 A. M. Litigated motions to be sent from Special Term, Part I.

SUPREME COURT—Trial Term—Parts I., II., III., IV., V., VI., VII., VIII., IX., X., XI., and XII.—Adjourned for the term.

SURROGATE'S COURT—Chambers—Fitzgerald, S.

Wills for probate.
At 10 A. M.
Margaret Emma Shortill.
At 10:30 A. M.
Eliza Ann Rhone.
Jacob S. Roeder.
Catherine Gorman.
At 11 A. M.
Betty Oppenheimer.

SURROGATE'S COURT—Trial Term—Adjourned for the term.

CITY COURT—General Term—Adjourned sine die.

CITY COURT—Special Term—Conlan, J.—Opens at 10 A. M. Held on first floor of Brownstone Building, (Chambers Street.)—Motions must be made returnable at 10:30 A. M. Defaults on motions will be taken at 11 A. M.

CITY COURT—Trial Term—Parts I., II., III., and IV.—Adjourned for the term.

COURT OF GENERAL SESSIONS—Part I.—McMahon, J.—Opens at 10:30 A. M. Assistant District Attorneys McClelland and McCann for the People.

1—Charles E. Mather.
2—Thaddeus Eager.
3—Patrick Connors.
4—Thomas J. Pigott.
5—John J. Golding.
6—William Harris.
7—Alphonso Jackson.
8—Chiafa Grassa.
9—Leslie Ryan.
10—Walter Elliott, John F. Quinlan, Arnold S. Polster, Charles Tobin, William S. Darragh, Franklin E. Belmont.
11—John C. Thom, Henry Sims, William Smith.
12—Morris Freedman, Leo Freedman.

Pleadings.
1—James H. Reilly.
2—Franklin Martin.
3—Mary Wilson.
4—Christopher Vorillas.

COURT OF GENERAL SESSIONS—Part II.—Newburger, J.—Opens at 10 A. M. Assistant District Attorneys Walsh and Cowan for the People.

1—Frank A. Kellar, James A. Ford.
2—James R. Warren.
3—Richard E. Voraner.
4—Sophie Palmer, Nellie Marvin.
5—Kate Leyden.
6—John Ryan.
7—Tillie Williams.
8—Henry B. Bult.
9—William H. O. Waldron.
10—Louis F. Martens.

COURT OF GENERAL SESSIONS—Parts III. and IV.—Adjourned for the term.

Referee Appointed—New York.

SUPREME COURT—Daly, J.—Fitchburg Railroad Company vs. Dolan—Walter M. Rosebault.

Receiver Appointed—New York.

SUPREME COURT—Daly, J.—Benjamin Schwartz vs. George L. V. Pusch—Thomas B. Odell.

Brooklyn Court Calendars.

SURROGATE'S COURT—Abbott, S.

Wills of William Witte and Thomas Clark.

The accounting of Julia Sexton, Cecelia Farndenberg, Emma J. Hutchings, Edward Kane, Edward W. Field, John W. Riggs, and Margaret I. Hurdis.

The estates of Albert Baluka, Thomas I. Murphy, and Theresa F. Flynn.

Married on the Natural Bridge.

From The Baltimore Sun.

Mr. Charles J. Hayes and Miss Grace T. Johnson, both of Lexington, were married last Wednesday on the pulpit rock at the Natural Bridge, Va., before a large company. The ceremony was performed by the Rev. Thomas A. Johnston, pastor of the Baptist Church of Lexington, Va., who accompanied them to the novel place of matrimony.

BANNER YEAR FOR EXPORTS

For the First Time the Value of Goods Sent Abroad Is Twice the Value of Imports.

HEAVIEST IMPORTS OF GOLD

Balance of Trade in Our Favor, $615,259,024, Nearly Equal to that of the Past Five Years Combined —Increase in Manufactures.

WASHINGTON, July 17.—The record of this most remarkable year in the commerce of the United States, which has just been completed by the Bureau of Statistics, becomes especially interesting when compared with that of preceding years. Not only does the year's record surpass that of any previous year in the total exportations and the exports of manufactured articles, but for the first time in the history of the country the exports are twice as great as the imports, and the exports of manufactures exceed the imports of manufactures.

The value of the exportations of the fiscal year 1898 is more than seven times that of 1865, four times as much as in 1869, twice as much as in 1877, 60 per cent. more than in 1887, 20 per cent. in excess of the great commercial year of 1892, and $180,000,000 more than the greatest year of our export trade—1897.

The balance of trade in our favor is more than double that of any previous year, and nearly equal to that of the past five years combined. The net importations of gold exceed those of any preceding year in the history of the country, the total gold imports in excess of exports being for the full year $104,985,279, including coin, bullion, and ore, while no preceding year ever reached the one-hundred-million-dollar line in net imports of gold.

When to this is added the fact that the imports of merchandise of the year are less than in any year since 1885, and with this single exception less than in any year since 1879, it becomes apparent that the record of the fiscal year 1898 is an altogether unusual one.

Balance of Trade.

The balance of trade in our favor in the year under consideration is $615,259,024, against $286,263,144 in 1897, $264,661,636 in 1879, $259,712,718 in 1881, $257,814,234 in 1878, $237,145,950 in 1894, and $202,875,688 in 1892, while no other year, except these mentioned, ever reached the two-hundred-million-dollar line in its balance of trade, or "excess of exports over imports," as it is termed by the official reports of the Bureau of Statistics.

Indeed, it is only since 1875 that the balance of trade has been, as a rule, in our favor. From 1791 to 1876 there were but sixteen occasions in which the exports of the year exceeded the imports. Since that time, however, the balance of trade has been almost constantly in our favor, only three years—1888, 1889, and 1893—showing an excess of imports of merchandise over our exports.

The excess of imports over exports in the eighty-five years prior to 1876 was $2,215,404,610, while the excess of exports over imports since that time has been $3,191,268,300. Thus, the Centennial year seems to have been a turning point in our commercial relations with other parts of the world. In the eighty-five years prior to that date the balance of trade was almost constantly against us, but since that time it has been almost constantly in our favor.

Agricultural productions, of course, form a large proportion of the exportations of this greatest year in the history of our commerce, yet they do not form as large a proportion as in many preceding years. Only 71 per cent. of the exportations of the year 1898 are products of agriculture, while in 1894 they were over 72 per cent. of our total exports, in 1893 over 74 per cent., in 1892 over 78 per cent., in 1881 more than 82 per cent., and in 1880 more than 83 per cent. of the total exports.

Great Increase in Manufactures.

In spite of the fact that the manufacturers of the country had an unusual demand upon them from the home markets during the past year by reason of the unusually small importations of manufactures, they have not only supplied the home market but increased their exports over those of any preceding year, so that the total exportations of manufactured goods in the year just ended reach nearly $300,000,000, while in no year prior to the Centennial did they reach as much as $100,000,000.

A comparison of the exports of 1898 with those of 1888 shows an increase of practically 100 per cent. In that period, the total for 1888 being $695,954,507, against $1,231,311,868 in 1898. This extension of our export trade has been in all parts of the world, but especially with the distant points and with those countries and continents which but a decade ago purchased but little of our productions.

To Africa, which in 1888 bought but a little over $3,000,000 worth of our productions, we have during the past year sold $17,000,000 worth; to Japan, which took but little over $4,000,000 worth in 1888, our sales in the year just ended were valued at $21,000,000; to China, which took but $4,500,000 worth in 1888, we sold in 1898 $10,000,000; to Austria-Hungary, which took less than $500,000 worth in 1888, our sales in 1898 were over $5,000,000 in value; Belgium, which took less than $10,000,000 worth in 1888, took $47,000,000 worth in 1898; Denmark increased from $3,000,000 in 1888 to over $12,000,000 in 1898; Netherlands, from $16,000,000 in 1888 to about $65,000,000 in 1898; France from less than $40,000,000 in 1888 to nearly $100,000,000 in 1898; Germany from $56,500,000 worth in 1888 to over $150,000,000 worth in 1898; British North America from $38,000,000 in 1888 to about $85,000,000 in 1898, and the United Kingdom from $362,000,000 in 1888 to about $540,000,000 in 1898.

KEEP AT IT.

From The Philadelphia Ledger.

The best news following the fall of Santiago was the statement from Washington that the war will be prosecuted without pause. The Ledger would be very glad to record the end of the war, but the way to compel peace is to fight. Every effort should be made to get the expedition off to Puerto Rico before Spain has recovered from the fall of Santiago. It will also be advisable to ship the captured Spanish soldiers to Spain as soon as possible, for they will unconsciously act as our agents in spreading peace principles.

These soldiers will carry into every town and village of Spain authentic information about Americans now withheld from the people. They will tell their friends and neighbors of the great resources of this country, of the bravery and skill of our soldiers, of the wonderful exploits of our navy, and, what is of more importance, perhaps, of our kindly and generous treatment of defeated foes. A revulsion in popular feeling may be the result of sending the Spanish prisoners to their homes and this will make for peace.

But while hurrying the shipment of the soldiers back to Spain, we should not pause for a day in offensive operations. Any hesitancy is taken by optimistic Spaniards to indicate weakness; the war party in Spain gains strength whenever it is allowed time to breathe between blows. Puerto Rico should be invested within a week, Commodore Watson sent after Camara, and the lines drawn more tightly about Havana. Then we will be prepared to talk peace whenever Spain may be ready to take the initiative.

Efficient Preachers of Good Will.

From The Boston Christian Register.

No missionaries to Spain could be more efficient preachers of good will and heralds of civilization than the hundreds of Spanish prisoners going home well fed, well clothed, and grateful to their American conquerors for humane treatment and safe discharge. The disposition shown by the Cubans, who watched with guns in their hands to kill the fugitives from the Spanish battleships as they swam ashore, shows the kind of warfare that has been going on in Cuba. It shows us the treatment which the Spaniards expected at the hands of the "American pigs." News comes from Madrid that the Government does not believe that Cervera's telegram to his family, reporting himself a prisoner, is genuine. In other words, they consider our Government capable of sending such a message, in order to deceive the Spanish Government and to induce it the sooner to surrender. If Cervera has not lost all influence on account of his lamentable failure he may yet be an angel of peace.

IN THE REAL ESTATE FIELD

The following sales at auction are down for to-day at 111 Broadway, unless otherwise specified:

By George R. Read, foreclosure sale, Thomas F. Donnelly, referee, 54 East One Hundred and Eighteenth Street, south side, 80 feet east of Madison Avenue, 20 by 100.11, five-story brick flat. Due on judgment, $16,155.

By Richard V. Harnett & Co., partition sale, Thomas F. Donnelly, referee, 240 Elizabeth Street, east side, 194.2 feet north of Prince Street, 20 by 87.9, five-story brick tenement, with store. Subject to a mortgage for $5,000.

By Adrian H. Muller & Son, foreclosure sale, Stephen B. Olin, referee, westerly half of Lot 86 on map of the village of Unionport, being on the north side of Fourth Street, 200 feet east of Avenue C, 50 by 108, two-story frame dwelling. Due on judgment, $2,879.

By Peter F. Meyer & Co., foreclosure sale, George C. Austin, referee, 16 Ludlow Street, east side, 157 feet north of Canal Street, 19 by 87.6, four-story brick tenement, with store. Due on judgment, $21,976.

By Peter F. Meyer & Co., foreclosure sale, Thomas F. Donnelly, referee, 666 and 668 East One Hundred and Sixty-fifth Street, south side, 155.11 feet east of Brook Avenue, 50 by 116, two four-story brick flats. Due on judgment, $10,249; subject to other mortgages for $17,662.

On the premises, at noon, by the referee, Milo J. White, Lot 184 on map of the village of Wakefield, being the southwest corner of Fifth Avenue and Seventh Street, 114 by 105, vacant. Due on judgment, $1,825; subject to another mortgage for $4,650.

CITY REAL ESTATE FOR SALE.

AUCTIONEER. AGENT.

Geo. R. Read
REAL ESTATE,
10 Wall and 9 Pine St. 1 Madison Av.
BROKER. APPRAISER.

INSTRUCTION.

PENNINGTON (N. J.) SEMINARY.—Convenient to New York, Philad'a, Balt., and Wash'n. Both sexes. 60th year. Healthful. Beautiful. 16 teachers, 12 courses. $266 a year. For beautifully illustrated catalogue address
THOMAS O'HANLON, D. D., President.

THE ETHICAL CULTURE SCHOOLS,
109 West 54th St. 669 Madison Av.
Kindergarten, Primary and Elementary Grades, High School, Kindergarten Normal Department. Examination for free scholarships Sept. 19th.
JOHN F. REIGART, Supt.

The Ossining SCHOOL FOR GIRLS, Sing-Sing-on-the-Hudson. Miss C. C. Fuller, Prin. 31st year begins Sept. 21st.

NEW HAMPSHIRE MILITARY ACADEMY, West Lebanon, N. H.—Prepares for all colleges and business. Major B. F. HYATT, A. M., Principal.

The Misses Ely's School for Girls,
RIVERSIDE DRIVE,
85th and 86th Streets, New York.

WILLARD HALL SCHOOL FOR GIRLS REOPENS Sept. 20th. Danvers, Massachusetts.

LEGAL SALES.

NOTICE OF SALE.

Notice is hereby given that pursuant to a certain decree made and entered by the Circuit Court of the United States for the District of Massachusetts on the 8th day of July, 1898, in a certain cause in equity pending in said court entitled "The American Loan & Trust Company, trustee, complainant, against The Union Pacific Railway Company, Oliver W. Mink and Thomas P. Wilson, receivers, defendants."

The undersigned, the American Loan & Trust Company as trustee under the Kansas Pacific Further Security Trust of The Union Pacific Railway Company, dated July 1, 1886, will sell at public auction by Edward F. Barnes, auctioneer, to the highest bidder or bidders, on the terms hereinafter mentioned or referred to, at the Real Estate Exchange, No. 7 Exchange Place, in the City of Boston, State of Massachusetts, on Wednesday, the 20th day of July, 1898, at 10:30 o'clock in the forenoon, the following described bonds and coupons, namely:

	Par Value.
Omaha & Republican Valley Railway Company 5% Consolidated Mortgage Bonds, dated February 15th, 1887, due March 1st, 1927, with the coupons of and from March 1, 1894	$686,000
Junction City and Fort Kearney Railway Company 5% First Mortgage Branch Bonds, dated December 1st, 1884, due December 1st, 1902. With the coupons of and from December 1st, 1893	171,000
Colorado Central Railway Company 7% First Mortgage Bonds, dated July 1st, 1879, due July 1st, 1909. With the coupons of and from January 1, 1898	197,000
Union Pacific, Lincoln & Colorado Railway Company 5% First Mortgage Bonds, dated August 1st 1888, due April 1st, 1918. With the coupons of and from April 1st, 1894	74,000
Union Pacific, Denver & Gulf Railway Company 5% Consolidated First Mortgage Bonds, dated April 1st, 1890, due December 1st, 1939. With the coupons of and from December 1st, 1893	149,000
Kansas Pacific Railway Company 6% Consolidated Gold Bonds, dated May 1st, 1879, due May 1st, 1919. ($717.33 has been paid on each bond and the overdue coupons thereof out of the proceeds of mortgage foreclosure.) With the coupons of and from May 1st, 1894	116,000

The above described bonds and coupons being all the securities held by the American Loan and Trust Company as trustee under said trust.

The undersigned, as directed by said decree, will receive no bid at any such sale from any one offering to bid who shall not first as a condition precedent thereto (without which such bid will not be entertained) deposit with the undersigned as a pledge that he will make good such bid if accepted, a sum equal to ten per cent. of his bid either in cash or a certified check on a bank or trust company doing business in the cities of Boston or New York, payable to the order of the undersigned. Any sum so deposited will be applied in payment of the purchase price of the bonds bid for if the same shall be struck off to such bidder.

Upon the acceptance of any bid the purchaser shall pay to the undersigned at the time of sale, in cash or by a certified check, as aforesaid, fifteen per cent. of the amount of his bid, and such payment will be received as part of the purchase price. Any sum which may previously have been deposited by such bidder as a pledge that he would make good his bid will be received on account of the amount so required of him on the acceptance of his bid.

The purchase price, other than the sums required to be paid at the time of sale, as aforesaid, must be paid in cash to the undersigned at its office, No. 53 State Street, in the City of Boston, within five days after the confirmation of said sale. The bonds sold will be delivered to the purchaser thereof upon payment therefor.

As provided in said decree, if any purchaser shall fail to complete his bid for any of said bonds and to comply with the terms of sale, the cash paid by him will be forfeited, and such purchaser shall be held liable for any deficiency there may be between the sum for which such bonds were struck off and that for which they may be sold on any resale, and also any costs and expenses accruing on any such resale which such cash deposit shall not be sufficient to pay.

The undersigned has the power in its discretion to adjourn the sale from time to time as to the whole or any part of said securities by announcement at the time and place advertised without further notice or upon such notice as it may deem reasonable.

The sale will be made subject to all the terms, conditions, and provisions contained in said decree, to which reference is hereby made.

As provided in said decree, the undersigned will first offer for sale said bonds in separate parcels, as follows: Each class of bonds will be offered for sale in separate parcels of such amounts, not exceeding $100,000 each, as the undersigned shall deem best. The highest bids for such separate parcels will be noted. The bids shall, however, be received and noted only on condition that all the bonds so offered for sale in separate parcels shall subsequently be offered together in one lot or parcel.

After noting the highest bids received for the bonds offered for sale in separate lots, the same will be offered for sale in a single lot or parcel.

If the highest bid for all said bonds when offered together as one lot or parcel shall exceed the aggregate of the several highest bids received for said bonds when offered in separate parcels then all said bonds shall be struck off and sold as one lot or parcel to the person making the highest bid therefor.

If the highest bid received and noted for all said bonds when offered together as one lot or parcel shall not exceed the aggregate sum of the several highest bids received for such bonds when offered in separate parcels, then the several parcels offered for sale shall be struck off and sold to the bidder who made the highest bid therefor.

By the terms of said decree all the right, title, interest, and equity of redemption of the American Loan and Trust Company as trustee under the indenture of trust aforesaid and of each and every defendant to said cause in and to the said bonds shall pass by this sale, but without any covenant of warranty, express or implied.

For further particulars reference is made to the above mentioned decree of said court.—Dated Boston, July 11th, 1898.
THE AMERICAN LOAN & TRUST COMPANY, as trustee under the Kansas Pacific Further Security Trust of The Union Pacific Railway Company, dated July 1, 1886.
ELMER P. HOWE, 53 State St., Boston, Solicitor.

SURROGATE NOTICES.

THOMAS, CAROLINE R.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against CAROLINE R. THOMAS, late of the City of New York, deceased, to present the same with vouchers thereof to the subscribers at their place of transacting business, at the office of Messrs. Boardman & Boardman, at No. 155 and 157 Broadway, in the City of New York, Borough of Manhattan, on or before the first day of December next.—Dated New York, 18th day of May, 1898. EDWARD C. BARNUM, JOHN R. HANCE, Executors of the last will and testament of Caroline R. Thomas, deceased. BOARDMAN & BOARDMAN, Attorneys for Executors, 155 and 157 Broadway, New York City. [illegible]

BAIRD, CLARA ESTELLE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against CLARA ESTELLE BAIRD, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Thomas Allison, No. 59 Liberty Street, in the Borough of Manhattan, City of New York, on or before the 10th day of October next.—Dated New York, the 25th day of March, 1898. JAMES BAIRD, Administrator. THOMAS ALLISON, Attorney for Administrator, No. 59 Liberty Street, Borough of Manhattan, New York City, New York. mh28-1aw6mM

BECK, BARBARA.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against BARBARA BECK, late of the City of New York, Borough of Manhattan, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, No. 31 Nassau Street, in the City of New York, on or before the 1st day of February next.—Dated New York, the 16th day of July, 1898. GEORGE GOSSMAN, Executor. JOSEPH H. HAYES, Attorney for Executor, 50 and 52 Exchange Place, Borough of Manhattan, City of New York. jy18-1aw6mM

BROWN, FREDERICK TURNER.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against FREDERICK TURNER BROWN, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at the office of her attorneys, undersigned, at No. 35 Wall Street, Borough of Manhattan, in the City of New York, on or before the 28th day of December next.—Dated New York, the 27th day of June, 1898. CAROLINE VOSE BROWN, Executrix. TRACY, BOARDMAN & PLATT, Attorneys for Executrix, 35 Wall Street, New York City. je27-1aw6mM

CLARK, ROBERT.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against ROBERT CLARK, late of the City and County of New York, deceased, to present the same with vouchers thereof to the subscribers, at their place of transacting business, at the office of Douglas Mathewson, No. 265 Broadway, in the Borough of Manhattan, in the City of New York, on or before the sixteenth day of November next.—Dated New York, the ninth day of May, 1898. MARY E. CLARK, CATHARINE A. WINNIK, CHARLES E. WINNIK, Executrices and Executor. DOUGLAS MATHEWSON, Attorney for Executrices and Executor, No. 265 Broadway, Manhattan, New York City. my9-1aw6mM

KING, SALLY.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against SALLY KING, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Lardner, Loughran & Smyth, No. 115 Broadway, in the City of New York, on or before the 20th day of August next.—Dated New York, the 11th day of February, 1898. THOMAS McCASLAND, Administrator. LARDNER, LOUGHRAN & SMYTH, Att'ys for administrator, 115 Broadway, N. Y. f14-1aw6mM

LEAVITT, DAVID.—In pursuance of an order of Hon. Frank T. Fitzgerald, Surrogate of the County of New York, notice is hereby given to all persons having claims against DAVID LEAVITT, late of the City of Dresden, Saxony, Germany, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, No. 44 and 46 Wall Street, Manhattan Borough, New York City, N. Y., on or before the 30th day of September, 1898.—Dated New York, March 14th, 1898. SHELDON LEAVITT, GEORGE C. KOBBE, Executors. JOHN E. ROOSEVELT, Attorney for Executors, 44 Wall Street, Manhattan Borough, N. Y. City. mh14-1aw6mM

MARTIN, MICHAEL.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against MICHAEL MARTIN, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Booraem, Hamilton & Beckett, No. 100 Broadway, in the City of New York, on or before the 20th day of October next.—Dated New York, the 9th day of April, 1898. FRANCIS MARTIN, Administrator. BOORAEM, HAMILTON & BECKETT, Att'ys for Administrator, 100 Broadway, Borough of Manhattan, New York. ap11-1aw6mM

McKEAN, WILLIAM CHAMBERS.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against WILLIAM CHAMBERS McKEAN, late of the City of New York, deceased, to present the same, with the vouchers thereof, to the subscribers, at their place of transacting business, at the office of Francis Jordan, No. 18 Wall Street, in the City of New York, on or before the twenty-second day of September next.—Dated New York, the 12th day of March, 1898. CHARLES WHITEHEAD, GEORGE E. DIMOCK, Executors. FRANCIS JORDAN, Attorney for Executors, No. 18 Wall Street, New York City, New York. mh14-1aw6mM

NEW, JACOB.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JACOB NEW, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, the office of Mulqueen & Mulqueen, No. 253 Broadway, in the City of New York, on or before the 15th day of August, 1898.—Dated New York, January 29th, 1898. ESTHER NEW, EDWARD A. NEW, EMANUEL MANSBACH, Executors. MULQUEEN & MULQUEEN, Attorneys for Executors, 253 Broadway, New York City. ja31-1aw6mM

PATRICK, RICHARD.—The people of the State of New York, by the grace of God free and independent, to Martin V. B. Wagoner, as executor of the last will and testament of Elsie Patrick, deceased, John H. Patrick, Alice N. Perkins, Benjamin H. Patrick, James M. Patrick, Margaret Patrick, as administratrix, &c., of William S. Patrick, Robert M. Patrick, Caroline Ray, Sarah M. Petersen, Alice N. McDougall, Charles McDougall, John H. Thorne, William P. Thorne, Sarah Johnston, Elida Rouse, Sarah E. Macdonald, Abner L. Ely, Edward B. Read, Calvin Read, Elsie R. Wagoner, John E. Burns, Helen M. Studwell, E. Reed Burns, and Henry Jenkins Reed, as executor of the last will and testament of Charlotte Reed, deceased, and to all persons interested in the estate of RICHARD PATRICK, late of the City of New York, deceased, as creditors, legatees, next of kin or otherwise, send greeting:

You and each of you are hereby cited and required personally to be and appear before our Surrogate of the City and County of New York, at the Surrogate's Court of said city and county, held at the County Court House, in the City of New York, on the thirteenth day of September, 1898, at half-past ten o'clock in the forenoon of that day, then and there to attend a judicial settlement of the account of proceedings of Eugene Smith, as executor of the last will and testament of said deceased, and then and there to show cause why the said Eugene Smith, as executor, upon such judicial settlement of his account, shall not be absolutely and finally discharged from all responsibility to any and all persons by reason of his acts, doings and omissions as such executor, and such of you as are hereby cited, as are under the age of twenty-one years, are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof, we have caused the seal of the Surrogate's Court of the said City and County of New York to be hereunto
[L. S.] affixed. Witness, Hon. John H. V. Arnold, a Surrogate of our said city and county, at the City of New York, the 2nd day of July, in the year of our Lord one thousand eight hundred and ninety-eight.
J. FAIRFAX McLAUGHLIN, Clerk of the Surrogate's Court.
jy18-1aw6wM

SUMMER RESORTS.

Adirondacks.

ADIRONDACK TIME TABLE.

LEAVE GRAND CENTRAL STATION FOR **SARANAC LAKE** and **LAKE PLACID,**
8:33 A. M. Through Wagner Parlor Cars via Utica.
7:40 P. M. Through Wagner Sleeping Cars via Utica.
FULTON CHAIN, Leave New York, Grand Central Station, 8:33 A. M. and 7:40 P. M., ar. Old Forge, 4:30 P. M., 7:30 A. M.

6 P. M. PEOPLE'S LINE STEAMERS ADIRONDACK AND DEAN RICHMOND from Pier 41, ft. Canal St., N. R., daily, except Sunday, connecting at Albany with express trains; 6:50 A. M. over D. & H., for Saratoga, Lake George, Schroon Lake, Blue Mountain, Elizabethtown, Saranac, & Lake Placid; 11:13 A. M. over Adirondack Division N. Y. C., for Fulton Chain, Saranac, Lake Placid, Paul Smith's.

8:40 A. M. ALBANY DAY LINE from Desbrosses St., 9:00 A. M. from West 22d St. Daily except Sundays. Special train from Albany to Saratoga & Lake George. Direct connections for the Adirondacks, Hotel Champlain & Montreal.

LAKE PLACID, N. Y.

RUISSEAUMONT, T. E. KRUMBHOLZ.—Lve N.Y.C., G.C.S., 8:33 AM, 7:40 PM; arrive 7:10 PM, 7 AM, and, via Chateaugay, 11:30 AM.

STEVENS HOUSE, Lve. N.Y., G.C.S., 8:33 AM., 7:40 PM; ar. 7:10 PM, 7 AM, and, via Chateaugay, 11:30 AM.

LAKE PLACID HOUSE, G. W. CUSHMAN & SON.—Leave N. Y. 8:33 AM, 7:40 PM; ar. 7:10 PM, 7 & 11:30 AM

PAUL SMITH'S, N. Y.

PAUL SMITH'S, PAUL SMITH HOTEL CO., PAUL SMITH'S, N. Y.—Leave New York City, Grand Central Station, 8:33 A. M. and 7:40 P. M.; arrive 6:30 P. M. and 6:11 A. M.

LAKE MASSAWEPIE.

HOTEL CHILDWOLD, CHILDWOLD PARK, N. Y.—CHARLES E. LELAND. Leave New York, Grand Central Station, 8:33 A. M. and 7:40 P. M.; arrive 6:27 P. M. and 6 A. M.

ADIRONDACKS, HOTEL CHILDWOLD.
CHILDWOLD PARK, N. Y., on LAKE MASSAWEPIE, in the heart of ADIRONDACKS; 9 hours from New York City; golf, tennis, bowling, hunting, &c. SPECIAL RATES FOR JUNE and SEPTEMBER. For booklet and information address CHARLES E. LELAND, Manager, P. O. Massawepie, N. Y., or FRED H. SCOFIELD, Metropolitan Building, Madison Square, New York.

ADIRONDACKS.
WAWBEEK, ON UPPER SARANAC LAKE.
OPEN JULY 1 TO OCT. 1,
Under New Management.
INDIAN CARRY GOLF LINKS. (9 Holes.)
For booklet address J. BEN HART, Proprietor, Wawbeek, Franklin Co., N. Y.

FETHERS'S HOTEL, SHARON SPRINGS, N. Y.
Now open for 1898; high ground; no malaria; free omnibus from station, baths and springs. For terms address D. L. FETHERS, Prop.

New Jersey.

LONG BRANCH. UNITED STATES HOTEL.
Ocean front. NOW OPEN. Select family and transient hotel. Special rates for July. Illustrated booklet.
J. C. VAN CLEAF, Proprietor.

LONG BRANCH, N. J.
HOWLAND HOTEL AND SCARBORO
Now open—Season of 1898.
GEO. A. P. KELSEY, Prop.

Somerset Inn,
& EIGHT COTTAGES. BERNARDSVILLE, N. J. Open to Nov. 1st. 35 miles from New York on D., L. & W. R. R., via Barclay or Christopher St. Ferry. Altitude, 800 feet. Many improvements since last year. GEO. W. TUTTLE, Manager.

NEWARK, N. J., NEW YORK TIMES OFFICE.
ADVERTISERS MAY LEAVE THEIR ORDERS AT 794 BROAD ST., NEWARK, WHERE THE SAME CARE AND ATTENTION WILL BE SHOWN AS AT MAIN OFFICE.

New England.

HAWKHURST, LITCHFIELD, CONN.—New passenger elevator, furniture, and equipment; house more attractive than ever. High altitude, charming scenery, pleasant drives. No malaria or mosquitoes. Golf. Excellent cuisine. Booklet sent on application, or call on Fred. H. Scofield, Metropolitan Building, Madison Square.
GEO. H. BROWNE, Manager.

Long Island.

Summer Homes on Long Island.
BY THE OCEAN AND SOUND.
"Long Island," an illustrated descriptive book, and "Summer Homes," a book describing hotels and boarding houses on Long Island, free upon application, at 113, 950, 1,313 Broadway; ticket offices foot of East 34th St. and James' Slip, foot New Chambers St., New York; 333 Fulton St., Eagle Summer Resort Bureau, and Flatbush Av. station L. I. R. R., Brooklyn, or send (6) cents in stamps for "Long Island," or (4) cents for "Summer Homes," to H. M. SMITH, Traffic Manager, L. I. R. R., Long Island City, New York.

Lake George.

PICTURESQUE HULETTS.
Charming location, fishing, boating, and bathing. Booklet of views, &c., of H. W. BUCKELL, Lake George, N. Y.

Pennsylvania.

MT. MINSI COTTAGE, Delaware Water Gap, Pa.; 5 min. walk from depot and principal points of interest. Write for circular. ALBERT GODSHALK.

Miscellaneous.

MIZZEN TOP HOTEL,
Quaker Hill, Dutchess Co., N. Y.
NOW OPEN. Two hours from New York by Harlem R. R. 1,200 feet elevation. Golf and all other amusements. Post Office address and R. R. Station, Pawling, N. Y.
N. S. HOWE, Manager.
Circulars and information of F. H. Scofield, 1 Madison Av., N. Y.

HIGHLAND HOUSE.
GARRISON-ON-THE-HUDSON, N. Y.
Now open, under new management. Special inducements to young men.
TURNBULL & CURRAN.

DUTCHER HOUSE
AND COTTAGES, PAWLING, N. Y.
First-class accommodations; 90 minutes from Grand Central Depot, Harlem R. R.; eight fast trains daily each way. Send for circular. Address C. V. LANSING, Manager.

LEGAL NOTICES.

SUPREME COURT—County of New York.—EMMA E. SCHROEDER, plaintiff, against JACOB EDLER and MARY EDLER, his wife, John Edler, Henry Edler, and Catharine A. Willets, defendants.

I, the undersigned, duly appointed referee in the above-entitled action by order of this court, bearing date the 4th day of December, 1896, do hereby require each and every person not a party to this action who at the date of said order had a lien upon any undivided share or interest in the property hereinafter described to appear before me on or before the 15th day of August, 1898, at my office, No. 22 William Street, in the Borough of Manhattan, in the City of New York, to prove his said lien and the true amount due or to become due to him by reason thereof. The premises in question are described in the complaint herein as follows:

All that certain lot, piece, or parcel of land situate, lying, and being in the City, County, and State of New York, bounded and described as follows: Beginning at a point on the southerly side of Forty-ninth Street in said city, distant one hundred feet westerly from the southwesterly corner of the Tenth Avenue and Forty-ninth Street, and running thence southerly and parallel with Tenth Avenue one hundred feet and five inches to the centre line of the block between Forty-eighth and Forty-ninth Streets; thence westerly along the said centre line of the block between Forty-eighth and Forty-ninth Streets nineteen feet; thence northerly parallel with the Tenth Avenue and part of the way through a party wall one hundred feet and five inches to the southerly side of Forty-ninth Street; thence easterly along the southerly side of Forty-ninth Street nineteen feet to the point or place of beginning.—Dated New York, June 16th, 1898.
DAVID McCLURE, Referee,
22 William Street,
Borough of Manhattan, New York City.
CLARK BROOKS, Esq., Attorney for Plaintiff, 54 William Street, N. Y. City.

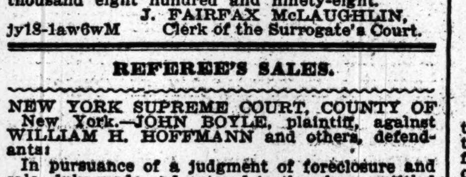
REFEREE'S SALES.

NEW YORK SUPREME COURT, COUNTY OF New York.—JOHN BOYLE, plaintiff, against WILLIAM H. HOFFMANN and others, defendants:

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above entitled action, bearing date 20th day of June, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the Exchange Sales Rooms, now located at No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 18th day of July, 1898, at 12 o'clock noon on that day, by Louis Mesier, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

"All that certain lot, piece, or parcel of land, situate, lying, and being in the Village of Unionport, Town of Westchester, County of Westchester, and State of New York, being the westerly one-half part or portion of lot number 86, as laid down on a certain map entitled 'Map of Unionport, Westchester County, N. Y.,' made by Bonnet and Savery, surveyors, dated Nov. 1st, 1852, and now on file in the office of the Register of Westchester County, and which said westerly half of lot 86, on said map, hereby intended to be conveyed, is fifty feet in width in front and rear, and one hundred and eight feet deep on both sides, be said dimensions more or less.

"Which said premises are a part of the territory affected by Chapter 934 of the Laws of 1895, entitled 'An act to annex to the City and County of New York territory lying within the incorporated Villages of Wakefield, Eastchester, and William's Bridge, the Town of Westchester, and portions of the Towns of Eastchester and Pelham,' and by said act became a part of the territory of the City and County of New York, and now is a part of the County of New York."—Dated New York, June 21st, 1898. STEPHEN H. OLIN, Referee.
JOAB H. BANTON, Attorney for Plaintiff, 203 Broadway, New York City.



The approximate amount of the lien or charge to satisfy which the above described property is to be sold is $2,879.40, with interest thereon from 18th day of June, 1898, together with costs and allowances amounting to $194.77, together with the expenses of the sale.

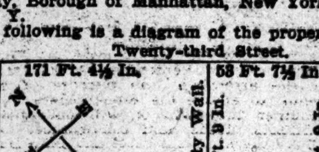
There are no unpaid taxes or assessments against said premises to the knowledge of the parties, and if any should appear they will be allowed to the purchaser out of the purchase money or paid by the referee.—Dated New York, June 21st, 1898. STEPHEN H. OLIN, Referee.

REFEREES' SALES.

TWENTY-THIRD STREET.—New York Supreme Court, County of New York.—MARY A. CAFFREY, plaintiff, against HERBERT L. MASON and others, defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date the eleventh day of May, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City, County, and State of New York, on Monday, the 18th day of July, 1898, at 12 o'clock noon on that day, by Bryan L. Kennelly, auctioneer, the premises directed by said judgment to be sold, and therein described as follows: All those lots of land situate, lying, and being in the City of New York, Borough of Manhattan, bounded and described as follows: Beginning at a point on the southerly side of Twenty-third Street, which point is distant one hundred and seventy-one feet four and one-half inches easterly from the corner formed by the intersection of the easterly side of Second Avenue with the southerly side of Twenty-third Street, running thence easterly and along the southerly side of Twenty-third Street fifty-three feet seven and one-half inches; thence southerly and parallel with Second Avenue ninety-eight feet nine inches to the centre line of the block between Twenty-second and Twenty-third Streets; thence westerly and parallel with Twenty-third Street, along said centre line, fifty-three feet seven and one-half inches; thence northerly and parallel with Second Avenue ninety-eight feet nine inches to the southerly side of Twenty-third Street to the point or place of beginning, be said dimensions more or less; the westerly wall on the parcel of land above described being a party wall.—Dated New York, June 23d, 1898.
JOSEPH McELROY, Jr., Referee.
HENRY KROPF, Plaintiff's Attorney, 120 Broadway, Borough of Manhattan, New York City, N. Y.

The following is a diagram of the property:



Known as Nos. 312, 314 & 316 E. 23d St.

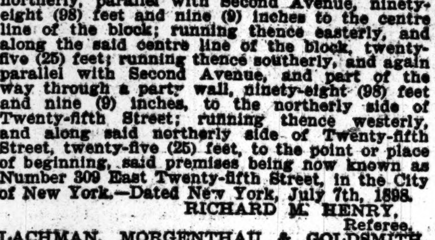
The approximate amount of the lien or charge to satisfy which the above-described property is to be sold is $32,141.66, with interest thereon from the fifth day of May, 1898; together with costs and allowances amounting to $351.94, with interest thereon from May 11th, 1898, together with the expenses of the sale. The approximate amount of taxes, assessments, or other liens which are to be allowed to the purchaser out of the purchase money or paid by the referee is $677.77 and interest and penalties thereon.—Dated June 23d, 1898.
JOSEPH McELROY, Jr., Referee.

SUPREME COURT—COUNTY OF NEW YORK.—RICHARD SIEGMAN, plaintiff, against DANIEL BOEHAN and others, defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date the fifth day of July, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the City of New York, Borough of Manhattan, on the 28th day of July, 1898, at twelve o'clock noon on that day, by William Kennelly, Esq., auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land, with the building thereon erected, situate, lying, and being in the City of New York, and bounded and described as follows: Beginning at a point on the northerly side of Twenty-fifth Street, distant one hundred and fifty (150) feet easterly from the corner formed by the intersection of the northerly side of Twenty-fifth Street with the easterly side of Second Avenue; running thence northerly, parallel with Second Avenue, ninety-eight (98) feet and nine (9) inches to the centre line of the block; running thence easterly, and along the said centre line of the block, twenty-five (25) feet; running thence southerly, and again parallel with Second Avenue, and part of the way through a party wall, ninety-eight (98) feet and nine (9) inches, to the northerly side of Twenty-fifth Street; running thence westerly, and along said northerly side of Twenty-fifth Street, twenty-five (25) feet, to the point or place of beginning, said premises being now known as Number 309 East Twenty-fifth Street, in the City of New York.—Dated New York, July 7th, 1898.
RICHARD M. HENRY, Referee.
LACHMAN, MORGENTHAU & GOLDSMITH, Attorneys for Plaintiff, No. 35 Nassau Street, New York City, Borough of Manhattan.

The following is a diagram of the premises referred to in the foregoing notice of sale:



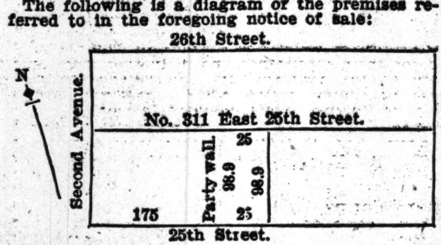
The approximate amount of the lien or charge to satisfy which the above-described property is to be sold, is $24,319.24, with interest thereon from the 27th day of June, 1898, together with costs and allowance, amounting to $329.75, with interest from the 5th day of July, 1898, together with the expenses of sale. The approximate amount of taxes, assessments, and water rates is $741.80, with interest, such amount to be allowed to the purchaser out of the purchase money, or paid by the referee.
RICHARD M. HENRY, Referee.
jy7-2aw3wTh&M

SUPREME COURT, COUNTY OF NEW YORK.—ALFRED SIEGMAN, plaintiff, against DANIEL BOEHAN and others, defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date the fifth day of July, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the City of New York, Borough of Manhattan, on the 28th day of July, 1898, at twelve o'clock noon on that day, by William Kennelly, Esq., auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land, with the building thereon erected, situate, lying, and being in the City of New York, and bounded and described as follows: Beginning at a point on the northerly side of Twenty-fifth Street, distant one hundred and seventy-five (175) feet easterly from the corner formed by the intersection of the northerly side of Twenty-fifth Street with the easterly side of Second Avenue, running thence northerly parallel with Second Avenue, part of the way through a party wall, ninety-eight (98) feet and nine (9) inches to the centre line of the block; running thence easterly and along said centre line of the block twenty-five (25) feet; running thence southerly, and again parallel with Second Avenue, ninety-eight (98) feet and nine (9) inches to the northerly side of Twenty-fifth Street; and running thence westerly, and along said northerly side of Twenty-fifth Street, twenty-five (25) feet to the point or place of beginning, said premises being now known as Number 311 East Twenty-fifth Street, in the City of New York.—Dated New York, July 7th, 1898. RICHARD M. HENRY, Referee.
LACHMAN, MORGENTHAU & GOLDSMITH, Attorneys for Plaintiff, No. 35 Nassau Street, New York City, Borough of Manhattan.

The following is a diagram of the premises referred to in the foregoing notice of sale:



The approximate amount of the lien or charge to satisfy which the above-described property is to be sold, is $24,319.24, with interest thereon from the 27th day of June, 1898, together with costs and allowance, amounting to $329.75, with interest from the fifth day of July, 1898, together with the expenses of sale. The approximate amount of taxes, assessments, and water rates is $741.80, with interest, such amount to be allowed to the purchaser out of the purchase money, or paid by the referee.
RICHARD M. HENRY, Referee.
jy7-2aw3wTh&M

SUMMONSES.

NEW YORK SUPREME COURT, COUNTY OF New York.—BURTON E. GREENE, plaintiff, against NU-BROOM COMPANY, defendant.—Summons. Trial desired in New York County.

To the above-named defendant: You are hereby summoned to answer the complaint in this action and to serve a copy of your answer on the plaintiff's attorneys within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer judgment will be taken against you by default for the relief demanded in the complaint.—Dated May 20th, 1898.
ALEXANDER, COHN & POLLAK, Plaintiff's Attorneys,
Office and Post Office Address No. 99 Nassau Street, Borough of Manhattan, New York City.

To the defendant, Nu-Broom Company: The foregoing summons is served upon you by publication pursuant to an order of Hon. J. F. Daly, a Justice of the Supreme Court of the State of New York, dated the 16th day of June, 1898, and filed with the complaint on the 16th day of June, 1898, in the office of the Clerk of the County of New York, at the County Court House in the said county.—Dated June 18th, 1898.
ALEXANDER, COHN & POLLAK, Plaintiff's Attorneys,
Office and Post Office Address No. 99 Nassau St., Manhattan Borough, New York City.
je20-1aw6wM

PUBLIC NOTICES.

CITY OF NEW YORK, DEPARTMENT OF TAXES AND ASSESSMENTS.

Stewart Building, 280 Broadway, July 5, 1898.

PUBLIC NOTICE is hereby given by the Commissioners of Taxes and Assessments that the Assessment Rolls of Real and Personal Estate in said City (Boroughs of Manhattan and the Bronx) for the year 1898 have been finally completed and have been delivered to and filed with the Municipal Assembly of said city, and that such Assessment Rolls will remain open to public inspection in the office of said Municipal Assembly for a period of fifteen days from the date of this notice.

Thomas L. Feitner, President; Edward C. Sheehy, Thomas J. Patterson, William F. Grell, Arthur C. Salmon, Commissioners of Taxes and Assessments.

FURNISHED ROOMS.

28 IRVING PLACE.—Furnished rooms; second floor; singly or en suite; good location; all conveniences.

DESIRABLE ROOM OR ROOMS, WITH ALL conveniences, for one or two gentlemen; house west side, near 23d St. L. station and Central Park. Address S. E., Box 191 Times Office.

ONE DOLLAR PER YEAR.
The New York Times Saturday Review of Books and Art,
a newspaper in itself; 16 pages, and occasionally 24, devoted entirely to books and art.
Selected classified lists of books printed several times a year as a guide to readers, with occasional lists on special topics of the day.
Books reviewed often from advance sheets; all the important books reviewed.
Reports of sales of books at auction in New York, Boston, and London compiled by experts.
A weekly review of events in the Art World.
Regular letters from London, Paris, and Boston.
News notes on new books gathered in regular visits to publishers.
The best and cheapest literary publication in America.
Write for free sample copy.
The New York Times.
"All the News That's Fit to Print."

TRAVELERS' GUIDE—SHIPPING.

HAMBURG-AMERICAN
TWIN SCREW EXPRESS LINE
DIRECT TO PARIS, LONDON, HAMBURG
F. Bism'ck, July 28, 9 AM | F. Bism'ck, Aug. 25, 9 AM
A. Victoria, Aug. 11, 9 AM | A. Victoria, Sept. 8, 9 AM
Twin Screw Service, N. Y.—Hamburg Direct
Phoenicia, July 30, 3 PM | Palatia, Aug. 13, 8 P. M.
Pennsylvania, Au. 6, 9 AM | Pretoria, Aug. 20, 7 A M
HAMBURG-AMERICAN LINE, 37 Broadway, N. Y.

AMERICAN AND RED STAR LINES
NEW YORK—SOUTHAMPTON—ANTWERP.
The steamers performing this service are either British or Belgian.
Sailing every Wednesday at noon.
Noordland.......July 20 | Westernland.......Aug. 10
Friesland.......July 27 | Kensington.......Aug. 17
Southwark.......Aug. 3 | Noordland.......Aug. 24
INTERNATIONAL NAVIGATION COMPANY, Piers 14 & 15 North River. Office, 6 Bowling Green.

WHITE STAR LINE.
NEW YORK—QUEENSTOWN—LIVERPOOL.
Germanic, July 20, Noon | Majestic, Aug. 17, Noon
Cymric, July 27, Noon | Germanic, Aug. 24, Noon
Teutonic, Aug. 3, Noon | Cymric, Aug. 30.......
Britannic, Aug. 10, Noon | Teutonic, Aug. 31, Noon
Saloon rates, $65 and upwards, according to Steamer and accommodation selected; Second Cabin, $45.00 and upwards; Steerage on Cymric, Germanic, and Britannic, $25.50; on Majestic and Teutonic, $27.00.
For passage, freight, and general information apply to WHITE STAR LINE, Pier 45 North River. Office, 9 Broadway, N. Y.

ATLANTIC TRANSPORT LINE.
NEW YORK—LONDON.
ALL TWIN SCREW STEAMERS.

MANITOBA	July 23
MINNEWASKA	July 30
MOHAWK	Aug. 6
MOBILE	Aug. 13
MASSACHUSETTS	Aug. 20

ALL MODERN STEAMERS, FITTED WITH BILGE KEELS, WHICH PREVENT ROLLING. STEAMERS SAIL FROM PIER 39 NORTH RIVER, FOOT OF WEST HOUSTON ST.
APPLY 1 BROADWAY.

ANCHOR LINE.
GLASGOW VIA LONDONDERRY.
From Pier 54 N. R., foot West 24th St.
Ethiopia, July 23, Noon | Furnessia, Aug. 20, Noon
Anchoria, July 2, Noon | Ethiopia, Aug. 27, noon
Cabin Passage, $50 and Upwards.
Second Cabin:
Furnessia, $37.50. Other steamers, $35.
Steerage Passage:
Furnessia, $24.50. Other Steamers, $23.50.
For new illustrated Book of Tours, etc., apply to HENDERSON BROTHERS, agts., 7 Bowling Green.

CUNARD LINE.
TO LIVERPOOL VIA QUEENSTOWN.
From Pier 40 N. R., foot of Clarkson St.
Umbria, July 23, 9 AM | Etruria, Aug. 13, 11 AM
Aurania, July 30, Noon | Campania, Aug. 20, 8 AM
Lucania, Aug. 6, 9 A M | Servia, Aug. 23, 9 AM
VERNON H. BROWN & CO., Gen. Agents, 4 BOWLING GREEN, NEW YORK.

JAPAN-CHINA.
PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
Between San Francisco, Shanghai, Yokohama, and Hongkong:
Steamers leave San Francisco.

GAELIC, via Honolulu	July 26, 1 P. M.
DORIC, via Honolulu	Aug. 13, 1 P. M.
BELGIC, via Honolulu	Sept. 3, 1 P. M.
PERU, via Honolulu	Sept. 13, 1 P. M.
COPTIC, via Honolulu	Sept. 22, 1 P. M.

For freight, passage, and general information apply at 349 Broadway or 1 Battery Place, Washington Building, and 287 Broadway.

OLD DOMINION LINE.
UNINTERRUPTED SERVICE.
Shortest Sea Trips Out of New York.
Delightful tours to Old Point Comfort, Norfolk, Newport News, Petesburg, Portsmouth, Pinner's Point, Richmond, Virginia Beach, Va., and Washington, D. C. Freight and passenger steamers sail from Pier 26 North River every week day, except Saturday, at 3 P. M., and Saturday at 4 P. M.
W. L. GUILLAUDEU, Vice Pres't & Traffic Mgr.

TRAVELERS' GUIDE—STEAMBOATS.

Hudson River by Daylight.
PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."
Finest and fastest river steamers in the world.
Daily except Sunday.
Leaves Brooklyn, Fulton St., (by Annex,) 8 A. M.
" New York, Desbrosses St. Pier..8:40 "
" West 22d St. Pier.......9 "
For ALBANY, landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill and Hudson. Best route to the CATSKILLS, SARATOGA, etc. Through tickets, NORTH, EAST, and WEST. Baggage checked from residence to destination by New York Transfer Co.

CATSKILL EVENING LINE.
Steamers ONTEORA (new) and KAATERSKILL leave foot of Christopher St. every week-day at 6 P. M.
On Saturdays ONTEORA at 1:30 P. M. and KAATERSKILL at 6 P. M.
Trains for Cairo, Palenville, Otis Summit, Haines Corners, Tannersville, etc., connect.
Bicycles free. Horses and carriages taken.
Descriptive folder mailed free.

Albany Evening Line.
The popular steamers ADIRONDACK and DEAN RICHMOND will leave Old Pier 41, N. R., foot Canal St., at 6 P. M. daily, (Sundays excepted,) making direct connections with trains North, East, and West.

Hudson River Steamer Mary Powell.
Leaving Desbrosses St. 3:15 P. M., (Saturdays 1:45 P. M.,) West 22d St. 3:30 P. M., (Saturdays 2 P. M.,) for CRANSTONS, WEST POINT, CORNWALL, NEWBURGH, NEW HAMBURGH, MILTON, PO'KEEPSIE, HYDE PARK, RONDOUT, and KINGSTON.

RAMSDELL LINE FOR NEWBURGH, CALLing at West Point, Cold Spring, and Cornwall—Fishkill (by ferry.)—Leaves Pier 24, North River, foot Franklin St., week days, (except Saturday,) 5 P. M.; Saturdays 3 P. M.; landing at 132d St., N.R., 3:30; Sundays, 9 A.M.; 132d St., N.R., 9:30.

HUDSON AND COXSACKIE BOATS leave foot of Christopher St. every week-day at 6 P. M., connecting with B. & A. R. R. Saturdays an extra boat (new steamer ONTEORA) at 1:30 P. M. for Catskill, with annex to Hudson.

NEW HAVEN.—Fare, $1. Excursion, $1.50. Sunday Excursion, $1.00. Fast steamers leave Pier 25 E. R., week days, 3 P. M. and 12 midnight. Sundays, 9:30 A. M. and 12 midnight; week day steamers arrive in time for trains to Meriden, Hartford, Springfield, and points North.

TRAVELERS' GUIDE—RAILROADS.

NEW YORK AND LONG BRANCH RAILROAD.
SUMMER SCHEDULE.
All Rail Line for Long Branch, Ocean Grove, Asbury Park, and Atlantic Coast Resorts to Point Pleasant.
TRAINS LEAVE NEW YORK AS FOLLOWS:
From foot of Cortlandt and Desbrosses Streets 4:45, 9:10 A. M., *1:00, 12:10, (Saturdays only,) 2:30, *3:10, *3:40, 4:20, *5:10, 7:00 P. M. Sundays 8:15, 9:45 A. M., 5:15 P. M.
From Foot Liberty Street, 4:30, 8:30, 10:00 A. M., *1:00, (Saturdays only,) 2:15, *3:30, 3:53, *4:45, 5:30, 6:15, 8:00, (Saturdays only,) P. M. Sundays 9:15 A. M., 1:30, 4:00 P. M.
From South Ferry, Foot Whitehall Street, 8:25, 10:00 A. M., *1:00, (Saturdays only,) 2:10, *3:30, 3:40, *4:40, 5:25, 6:10, 7:50 (Saturdays only) P. M. Sundays 8:55 A. M., 3:55 P. M.
From Foot West Twenty-third Street 8:50, 11:50 A. M., *12:50, (Saturdays only,) 2:20, *2:50, *3:20, *3:50, *4:50, 6:50 P. M. Sundays 7:50, 9:20 A. M., 4:50 P. M.
Sunday trains do not stop at Ocean Grove and Asbury Park.
*Denotes express trains.

TRAVELERS' GUIDE—RAILROADS.

PENNSYLVANIA RAILROAD.

STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.

☞ The leaving time from Desbrosses and Cortlandt Streets is ten minutes later than that given below for Twenty-third Street Station.

7:50 A. M. FAST MAIL.—Pullman Buffet Parlor Car New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.

8:50 A. M. FAST LINE.—Pittsburg and Cleveland.

9:50 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.

1:50 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville, (via Cincinnati,) Chicago, St. Louis.

5:50 P. M. WESTERN EXPRESS. For Cleveland, Chicago. For Toledo, except Saturday.

7:40 P. M. SOUTHWESTERN EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, St. Louis.

7:40 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. Connects for Cleveland except Saturday.

8:20 P. M. MAIL AND EXPRESS.—Pullman Buffet Sleeping Car New York to Altoona, East Liberty, Pittsburg, and points West, daily except Sunday. No coaches.

WASHINGTON AND THE SOUTH.

7:50, 8:20, 9:20, 9:50, (Dining Car,) 10:50, (Dining Car,) A. M., 12:50, 1:50, (3:20 "Congressional Lim.," (all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night. Sunday, 8:20, 9:20, 10:50, (Dining Car,) A. M., (3:20 "Congressional Lim., all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night.

SOUTHERN RAILWAY.—Express, 4:20 P. M., 12:05 night daily.

ATLANTIC COAST LINE.—Express, 9:20 A. M. and 8:50 P. M. daily.

CHESAPEAKE & OHIO RAILWAY.—4:50 P. M. daily.

FOR OLD POINT COMFORT and NORFOLK.—7:50 A. M. week days and 7:40 P. M. daily.

ATLANTIC CITY.—1:50 P. M. week days, (Desbrosses and Cortlandt Streets 2:10 P. M.) Through Vestibuled Train. Buffet Parlor Cars, Passenger Coach, and Combined Coach.

CAPE MAY.—12:50 P. M. week days. Through Pullman Buffet Parlor Car.

Long Branch, Asbury Park, (Interlaken, Sundays,) Ocean Grove, and Point Pleasant, (from West Twenty-third Street Station,) 8:50, 11:50 A. M., (12:50 Saturdays only,) 2:20, 2:50, 3:20, 3:50, 4:50, 6:50 P. M. Sundays, 7:50, 9:20 A. M., 4:50 P. M., (from Desbrosses and Cortlandt Streets,) 4:45, 9:10 A. M., 12:10, (1:20 Saturdays only,) 2:30, 3:10, 3:40, 4:20, 5:10, 7:00 P. M. Sundays, 8:15, 9:45 A. M., 5:15 P. M.

FOR PHILADELPHIA.

6:10, 7:20, 7:50, 8:20, 8:50, 9:20, (9:50 Penna. Limited,) 9:50, (Dining Car,) 10:50, (Dining Car,) 11:50 A. M., 12:50, 1:50, 2:50, 3:50, 4:20, 4:20 (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night. Sundays, 6:10, 8:20, 8:50, 9:20, 9:50, (Limited,) 9:50, 10:50, (Dining Car,) A. M., 1:50, (Dining Car,) 3:50, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 8:50 P. M. 12:05 night.

Ticket offices Nos. 461, 944, 1,196, 1,323, 111, and 261 Broadway; 1 Astor House, West Twenty-third Street Station, and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Pennsylvania Annex Station, Brooklyn; Station Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

Telephone "1274 Eighteenth Street" for Pennsylvania Railroad Cab Service.

J. B. HUTCHINSON, General Manager. J. R. WOOD, General Pass'r Agent.

Central Railroad of New Jersey
Anthracite coal used exclusively.
Four tracks. "Electro Pneumatic" Signals.
Stations in New York, foot of Liberty St., and South Ferry, Whitehall St.
Trains leave foot of Liberty St.
On and after June 26, 1898.

For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 9:10 A. M., (12:00 M. to Easton,) 1:30, (4:40 to Easton,) 5:45, (7:30 to Easton,) P. M. Sundays, 4:30, (7:00 to Easton,) A. M., 1:00, 5:30, 6:00 P. M.

For Wilkesbarre, Pittston, and Scranton, 4:00, 9:10 A. M., 1:30 P. M. Sundays, 4:30 A. M.

For Reading and Harrisburg at 4:00, 4:30, 8:00, 9:10, (10:00, 11:30 to Reading,) A. M., 1:45, 4:30, 5:00, 5:45, (9:00 to Reading,) P. M., 12:15 night. Sundays, 4:30, (11:30 to Reading,) A. M., 1:00, 1:45, 5:30, 6:00 P. M., 12:15 night.

For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 9:10 A. M., 1:30, 1:45, 9:00 P. M., 12:15 night. Sundays, 4:30 A. M., 1:00, 1:45, 6:00 P. M., 12:15 night.

ALL RAIL ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.

For Red Bank, Long Branch, Asbury Park, Ocean Grove, and points south to Point Pleasant, 4:30, 8:30, 10:00 A. M., (1:00 Saturdays only,) (1:30 Red Bank only,) 2:15, 3:30, 3:53, (4:30 Red Bank only,) 4:45, 5:30, 6:15, (8:00 Saturdays only,) P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:15 A. M., 1:30, 4:00 P. M.

For Atlantic Highlands, 4:30, 5:50, 8:30, 10:00 A. M., 1:30, 4:30, 6:15 P. M. Sundays, 9:00 A. M., 4:00 P. M.

For Lakewood, Toms River, Barnegat Park, and Barnegat, 4:30, 8:30 A. M., 1:30, 4:30 P. M. Sundays, 9:15 A. M.

For Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:30 P. M.

For Monmouth Beach, Seabright, and Highlands of Navesink, 4:30, 8:30, 10:00 A. M., 2:15, 4:45, 6:15 P. M.

SANDY HOOK ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.
From Pier 8 N. R., foot of Rector St.

For Atlantic Highlands, Highlands of Navesink, Normandie, Rumson Beach, Seabright, Monmouth Beach, and Long Branch, 4:30, 9:00, 11:00, A. M., 1:00, 2:00, 3:45, 4:30, 5:30 P. M. Sundays, 9:30 A. M., 1:00 P. M.

For Elberon, Asbury Park, Ocean Grove, and points south to Point Pleasant, 9:00, 11:00 A. M., (1:00 Saturdays only,) 2:00, 3:45, 4:30, 5:30 P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:30 A. M., 1:00 P. M.

ROYAL BLUE LINE.
FOR PHILADELPHIA, BALTIMORE, AND WASHINGTON.
From foot of Liberty St.

Week days, 4:30, 8:00, 10:00, (11:30, Dining Car,) A. M., 1:00, 1:45, 3:30, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Sundays, 4:30, 10:00, (11:30 Dining Car,) A. M., 1:45, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Additional trains for Philadelphia week days, 9:00 A. M., 4:00, 4:30, 7:30, 9:00 P. M. Sundays, 9:00 A. M., 4:00 P. M.

BOATS LEAVE SOUTH FERRY, WHITEHALL ST.

Week days, 7:10, 7:55, 8:25, 8:40, 8:55, 9:08, 9:20, 9:35, 10:00, 10:15, 10:45, 11:08, 11:30, 11:55 A. M., 12:25, 12:45, 1:00, 1:25, 1:45, 2:10, 2:25, 2:55, 3:30, 3:40, 3:55, 4:25, 4:40, 4:55, 5:25, 5:55, 6:10, 6:25, 6:55, 7:30, 7:50, 8:25, 9:10, 9:55, 10:55, 11:40 P. M., 12:15 mdt. Sundays, 7:00, 7:55, 8:55, 10:00, 11:30 A. M., 12:00 M., 12:55, 1:45, 2:30, 3:00, 3:55, 4:20, 4:55, 5:25, 6:00, 6:30, 7:25, 8:25, 9:20, 9:55, 10:55 P. M., 12:15 mdt.

Tickets and parlor car seats at foot of Liberty St., Whitehall St., 113, 172, 261, 434, 944, 1,284, 1,323 Broadway, 737 6th Av., 31 East 14th St., 153 East 125th St., 273 West 125th St., 251 Columbus Av., New York; 4 Court St., 860 Fulton St., Brooklyn; 98 Broadway, Williamsburg. The N. Y. Transfer Co. will call for and check baggage from hotels or residences to destination.

LEHIGH VALLEY SYSTEM.
Stations foot of West 23d St., (Penn. R. R.,) Cortlandt or Desbrosses St.

*Indicates time from West 23d St. Other figures show time from Cortlandt or Desbrosses St.

*6:10, 6:20 A. M. daily, (Sundays *6:45, 7 A. M.) for EASTON and intermediate stations.

*7:50, 8:20 A. M. daily for WILKESBARRE, SCRANTON, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and the West, and principal local points; dining car and chair car to Buffalo.

*11:50, 12:00 noon daily, except Sunday,

"BLACK DIAMOND EXPRESS."

Arrives Buffalo 9:55 P. M. Pullman Vestibule Day Coaches and Parlor Cars. Dining-Car Service. Meals a la carte. Connects at Buffalo with through sleepers to Detroit and Chicago.

*12:50, 1:00 P. M. daily for EASTON, MAUCH CHUNK, WILKESBARRE, SCRANTON, and coal branches. Chair car to Easton.

*3:50, 4:10 P. M. daily, except Sunday, for WILKESBARRE, PITTSTON, SCRANTON, and principal intermediate stations. Connects for all points in coal regions. Pullman Buffet Parlor Car for Wilkesbarre.

*4:50, 5:20 P. M. daily, except Sunday, for EASTON and intermediate stations. Chair Car to Easton.

*4:50, 5:15 P. M. Sundays only for MAUCH CHUNK and intermediate stations.

*5:30, 6:10 P. M. daily, except Sunday, for EASTON and principal intermediate stations.

*6:50, 7:00 P. M. daily for BUFFALO, NIAGARA FALLS, and all points West. Pullman sleeper vestibule train N. Y. to Chicago. Sleepers to Buffalo and Toronto. Dining Car New York to Easton.

*7:40, 8:00 P. M. daily, except Sunday, stopping only at SOUTH PLAINFIELD, EASTON, BETHLEHEM, MAUCH CHUNK, SAYRE, GENEVA, ROCHESTER, BATAVIA, BUFFALO, and TORONTO. Pullman Sleeper for Buffalo. None but sleeping-car passengers carried. No baggage carried.

*8:20, 8:30 P. M. daily for WILKESBARRE, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and all points West. Pullman Sleeper to Chicago.

Additional local trains daily, except Sunday, for SOUTH PLAINFIELD, BOUND BROOK, and intermediate points leave as follows: *10:20, 10:50, *10:20, 10:30, (Sundays only,) A. M., *2:20, 2:30, *3:50, 4:10, *5:50, and 6:30 P. M.

Tickets and Pullman accommodations at 113, 261, 273, 355, 944, and 1,323 Broadway, 31 E. 14th St., 156 E. 125th St., 127 Bowery, N. Y.; 860 Fulton St., 4 Court St., 98 Broadway, and Brooklyn Annex, Brooklyn.

N. Y. Transfer Co. will call for and check baggage from hotel or residence through to destination.

NEW YORK, ONTARIO & WESTERN RY.
Trains leave foot of W. 42d St. as follows, (15 minutes earlier from Franklin St.:)

7:55 A. M.—Day Express for all stations. Connections for Lakes Mohonk and Minnewaska. Parlor Cars.

9:15 A. M.—Mountain Express to Liberty and intermediate stations. Lake Kiamesha and White Lake. Parlor Cars.

1:00 P. M. (Saturdays only)—Stations to Rockland, Lake Kiamesha, and White Lake. Parlor cars.

3:15 P. M.—Vestibule Limited. Stations to Rockland, Lakes Mohonk, Minnewaska, Kiamesha, and White Lake. Parlor cars.

6:15 P. M. (Franklin St. 5:45 P. M.)—To Chicago, (daily.) Stops at Middletown, Liberty, L. Manor, Walton, Norwich, Oneida, Oswego, Niagara Falls. Wagner Sleeper and Reclining Chair Car (seats free) through to Chicago, via Wabash.

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TRAVELERS' GUIDE—RAILROADS.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL & HUDSON RIVER R. R.

THE FOUR-TRACK TRUNK LINE.
9 HOURS TO NIAGARA FALLS.
All through trains stop at Albany, Utica, Syracuse, Rochester, and Buffalo.
Trains leave Grand Central Station, Fourth Avenue and 42d Street, as follows:

8.30 A. M.—Daily, except Sunday. Famous EMPIRE STATE EXPRESS, LIMITED. Fastest train in the world. Due Buffalo 4:45, Niagara Falls 5:32, Toronto 9 P. M., Detroit 11:10 P. M. Train is limited to its seating capacity.

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8.45 A. M.—FAST MAIL—Daily, for Poughkeepsie, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, and Cleveland.

9.40 A. M.—SARATOGA AND MONTREAL SPECIAL, [illegible] except Sunday—For Catskill Mou[illegible], Saratoga, Lake George, Green Mountains, and Montreal.

10.00 A. M.—NORTH SHORE LIMITED. Daily, 24-hour train to Chicago, via Michigan Central; due Buffalo 8:40, Niagara Falls 9:30 P. M., Chicago 9:00 A. M. Sleeping and Parlor cars only. Parlor car to Richfield Springs, except Sundays.

10.30 A. M.—DAY EXPRESS, except Sunday. For Buffalo and all important New York State points.

1.00 P. M.—SOUTHWESTERN LIMITED and CHICAGO SPECIAL. Daily—For Columbus, Cincinnati, Indianapolis, St. Louis, and Chicago.

3.30 P. M.—TROY AND SARATOGA SPECIAL, except Sunday—For Garrison, (West Point,) Poughkeepsie, Albany, Troy, and Saratoga.

5.00 P. M.—LAKE SHORE LIMITED. Daily—24-hour train to Chicago, via Lake Shore; due Cleveland 7:15 A. M. Connects for Cincinnati, due 5:15 P. M., due Toledo 10:05 A. M., Chicago 4:00 P. M. Sleeping and parlor cars only.

6.00 P. M.—WESTERN EXPRESS. Daily—For Niagara Falls, Toronto, Cleveland, Toledo, Detroit, Chicago, Cincinnati.

6.25 P. M.—NORTHERN EXPRESS. Daily—For Troy, Plattsburg, Burlington, Montreal, and, except Saturday nights, for Ottawa.

7.40 P. M.—ADIRONDACK MOUNTAINS, THOUSAND ISLANDS, AND MONTREAL EXPRESS, daily—For Clayton, Adirondack Mountain Points, Malone, and Montreal, via Utica.

8.45 P. M.—BUFFALO AND SOUTHWESTERN SPECIAL. Daily—For Rochester, Buffalo, Niagara Falls, Cleveland, Cincinnati, Indianapolis, and St. Louis.

9.00 P. M.—SPECIAL LIMITED MAIL. Daily—Sleeping car only for points on Fall Brook, via Lyons, and for Rochester and Buffalo.

9.15 P. M.—PACIFIC EXPRESS. Daily—For Oswego, Ogdensburg, Cape Vincent, Buffalo, Niagara Falls, Cleveland, Toledo, Chicago, and, except Saturdays, for Auburn Road.

12.10 Night—MIDNIGHT EXPRESS. For Chicago, every night except Sunday nights. Sunday nights, Chicago sleepers leave at 9:15.

HARLEM DIVISION.

9:15 A. M. and 3:27 P. M.—Daily, except Sunday, to Pittsfield. Sundays only at 9:20 A. M. Wagner Palace Cars on all through trains. Trains illuminated with Pintsch Light.

Ticket offices at 113, 261, 413, and 942 Broadway, 31 East 14th St., 235 Columbus Av., 61 West 125th St., Grand Central Station, 125th St. Station, and 138th St. Station, New York; 338 and 726 Fulton St. and 106 Broadway, E. D., Brooklyn.

Telephone "2790 Thirty-eighth Street" for New York Central Cab Service.

Baggage checked from hotel or residence by the Westcott Express Company.

EDGAR VAN ETTEN, General Superintendent. GEORGE H. DANIELS, General Pass. Agent.

WEST SHORE R. R.
Trains leave W. 42d St. Station, N. Y., as follows, and 15m. earlier from foot of Franklin St.:

A, 10:00 A. M. Daily, except Sunday, for Cornwall, Newburgh, Kingston, New Paltz, Lakes Mohonk and Minnewaska, and all Catskill Mountain points.

B, 11:35 A. M. Daily, except Sunday, for Cranston's, West Point, Kingston, New Paltz, Lakes Mohonk and Minnewaska, Catskill Mountains, Albany, Saratoga, and Lake George.

1:00 P. M. CONTINENTAL LIMITED. Daily, for Albany, Syracuse, Rochester, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, and St. Louis. Arrives Chicago and St. Louis next afternoon.

1:15 P. M. Half-Holiday Special. Runs Saturdays only for all Catskill Mountain points.

C, 4:00 P. M. Daily, except Sunday, for Conton, Lakes Mohonk and Minnewaska, Catskill Mountains, Catskills, and Albany.

C, 4:00 P. M. Daily, except Sunday, for Congers, Cranston's, West Point, Cornwall, Newburgh, and intermediate stations to Albany.

6:00 P. M. Daily, except Sunday, for Albany, Saratoga, Montreal, and Eastern Canada.

6:30 P. M. Chicago and St. Louis Limited. Daily, for Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.

7:45 P. M. Daily, except Sunday, for Syracuse, Rochester, Buffalo, and Toronto.

8:15 P. M. Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis. Saturday night has sleeping car for Catskill Mountains.

A, B, C.—Leaves Brooklyn Annex A, 9:15 A. M. B, 10:45 A. M. C, 3:05 P. M. Jersey City P. R. R. Station. A, 9:45 A. M. B, 11:20 A. M. C, 3:35 P. M.

Time Table at principal hotels and offices.
C. E. LAMBERT, General Passenger Agent, 5 Vanderbilt Av., New York.

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Stations in New York foot of Barclay and Christopher Streets.
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8:00 A. M.—BINGHAMTON MAIL. Stops at principal stations.

10:00 A. M. (café car)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, UTICA, RICHFIELD SPRINGS, SYRACUSE, and OSWEGO EXPRESS. Pullman Palace Cars. Connecting at Buffalo with trains for Chicago and points West.

1:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, &c. Pullman Buffet Parlor Cars to Elmira. Through sleeping cars and day coach to Chicago, arriving at 4:15 P. M. next day.

4:00 P. M.—SCRANTON, WILKESBARRE, and PLYMOUTH EXPRESS. Pullman Buffet Parlor Cars.

7:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED LIMITED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, BUFFALO. Through Buffet Sleeping Car to Chicago.

8:30 P. M. (daily)—BUFFALO EXPRESS. Pullman Sleeper for SCRANTON, BINGHAMTON, ELMIRA, BATH, MT. MORRIS, and BUFFALO, arriving Buffalo 8 A. M.

9:30 P. M. (daily)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, SYRACUSE, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman Buffet Sleepers.

TICKETS AND PULLMAN ACCOMMODATIONS at Henry Gaze & Sons, Ltd., 113 Broadway; 14 Park Place, 429 Broadway, and 942 Broadway. Tickets at Ferry Stations, 111 Fourth Av., cor. 12th St.; 61 West 125th St., 235 Columbus Av., New York; 338 and 726 Fulton St., and 106 Broadway, Brooklyn. Time tables, giving full information, at all stations.

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ERIE RAILROAD
Through trains leave New York, foot of Chambers Street, as follows, and five minutes earlier from West 23d Street:

9:00 A. M.—Vestibuled Express daily for Binghamton, Waverly, Elmira, Buffalo, Bradford, arrives Buffalo 8 P. M. Parlor car to Buffalo.

9:15 A. M.—Vestibuled Express daily for Port Jervis and Monticello. Daily except Sunday for Lackawaxen, Honesdale, and important local points to Elmira. Pullman Parlor Cars for Monticello and Elmira.

2:00 P. M.—Vestibuled Limited Fast Mail daily. Solid train for Chicago, arrives Cleveland 7:40 A. M., Chicago 5 P. M. Sleepers to Chicago, Cleveland, and Cincinnati. Dining Car.

7:30 P. M.—Buffalo and Cleveland Vestibuled Express daily, arrives Buffalo 7:05 A. M., Bradford 7:20 A. M., Jamestown 7:00 A. M., Youngstown 10:27 A. M., Cleveland 12:30 P. M. Sleepers to Buffalo and Cleveland. Café Library Car.

9:15 P. M.—Daily solid train for Binghamton, Elmira, Waverly, Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati. Dining Car.

Tickets, local time cards, and Pullman accommodation at 111, 113, 261, 401, and 957 Broadway, 127 Bowery, 156 East 125th St., and 273 West 125th St., Chambers and West 23d St. Ferries, New York; 333 and 860 Fulton St., 98 Broadway, Brooklyn; 122 River St., Hoboken, and Jersey City Station. New York Transfer Co. calls for and checks baggage from hotels and residences to destination.

BALTIMORE & OHIO R. R.
Leave New York, Whitehall Terminal, South Ferry, and foot of Liberty Street.
*Daily. †Except Sunday. §Sundays.
CHICAGO, *4:30, A. M., *1:45 P. M., *12:15 night.
PITTSBURG, *4:30 A. M., †3:30 P. M., §1:45 P. M., *12:15 night, (4:30 A. M. trains from Liberty Street only.)
CINCINNATI, ST. LOUIS, *10:00 A. M., *5:55 P. M.
NEW ORLEANS, *4:55 P. M., (through sleeper.)
ROYAL BLUE TRAINS.
WASHINGTON, BALTIMORE, †7:55, *10:00 (Diner,) *11:30 A. M., (Diner,) †1:00 P. M., *1:45 (Diner,) †3:30, (Diner,) *4:55, (Diner,) *5:55 P. M. and *12:15 night. NORFOLK, *11:30 A. M.
All trains are illuminated with Pintsch Light.
Offices: 113, 172, 261, 434, 1,284 B'dway, 31 E. 14th St., 127 Bowery, N. Y.; 339, 344 Fulton St., Brooklyn; Whitehall Terminal. Baggage checked from hotel or residence to destination.

THE NEW YORK TIMES.

"All the News That's Fit to Print."

SOLDIER'S BABY STARVED

Its Mother, too Proud to Beg, Waited Until Death Claimed It.

NEVER THOUGHT IT WAS DYING

Fainted When a Bellevue Hospital Attendant, Where She Applied for Aid, Informed Her—Neighbors Say She Is Out of Her Mind.

Early yesterday morning Rose Goldstein of 340 East Thirty-sixth Street applied at Bellevue Hospital and begged that treatment be administered to the sick baby that she carried in her arms. The attendant to whom she addressed herself glanced at the child and saw that it was dead. Gently as possible he told the mother her child was beyond reach of human skill. At his words she swooned away. When she was revived she told to Dr. Waugh her pitiful story. It showed that because she was too proud to beg and too honest to steal her child had died of starvation.

Mrs. Goldstein lives in a meagrely furnished little room on the third floor of the tenement house at 340 East Thirty-sixth Street. She moved into it some six weeks ago. James Goldstein, her husband, putting duty to his country above duty to his family, had volunteered when the President called for soldiers, and marched away with the Eighth New York without having made any provisions for his wife and their two infant children. He left them neither money nor food. Their only hope of subsistence lay in such scanty earnings as the woman could make with her needle.

She started bravely to work, toiled unceasingly, but it was a hopeless fight. All the money that she could earn would not suffice to provide even the barest necessaries. Day by day her distress became deeper, the cries of her children more pitiful, and harder to bear. Still, she would not ask for charity. Death, she felt, was preferable to the humiliation of begging. Then, suddenly, another and even a more difficult problem to solve was forced upon her.

Two weeks ago the baby fell ill. Forgetting all else, she devoted herself to the child. Since then hers had been an unceasing vigil by the little sufferer's cot. And a vigil in which there was no light and no hope. Having no medicine and no physician, there was no chance that her baby could survive. There was no food in the house, and still she would not beg.

"God knows," said one of her neighbors yesterday, "upon what she kept herself alive. We do not."

At 4 o'clock Sunday morning the woman, unable to sustain her watching longer, fell asleep. For two hours she was lost in sweet unconsciousness. Then she awoke with a start and bent over her child, fearing lest it had come to harm.

She called to it. There was no answer. Then she sought to wake it by a touch. Again there was no response. Then, her pride breaking in an instant, she snatched the little one from its resting place, flung a shawl over her shoulders, and almost ran to Bellevue Hospital.

Her baby was very ill, she feared. That its soul had taken flight she never once suspected. And when the clerk told her that her child was dead she looked incredulous for a moment ere she fainted from the shock. When she revived and told Dr. Waugh her story she confessed that she was absolutely without means to sustain life—had neither money nor food. Her appearance bore out the confession. It was plain that she had not had for many days more than enough to barely sustain life.

Late in the afternoon she left the hospital to go "in search of relatives," she said. At a late hour last night she had not appeared at her room. Her neighbors fear that she is lost. They say her mind is affected by the awful suffering that has been her portion. It is also said that the eldest child, aged five years, is dying of starvation.

AN UNKNOWN MAN KILLED.

Struck by a Train in Brooklyn and Dies Two Hours Later.

At a crossing on the line of the Brooklyn and Rockaway Beach Railroad, where the company has omitted to supply gates for the protection of the public, an unknown man was killed yesterday afternoon by a Canarsie train. At 6 o'clock the train, drawn by Engine No. 4, in charge of Malachi Bowman, engineer, and Richard Guyler, conductor, came to the crossing of Sutter and Vesta Streets. The stranger was about to cross the track, but the engineer thought he saw the oncoming train and would stop.

The man still moved on, and the engineer realizing that he did not for some reason hear or see the train, blew his whistle frantically, and applied the brakes. It was too late, and the train could not be brought to a standstill until it had gone three blocks, dragging the victim with it.

He was taken to St. Mary's Hospital, where he was found to have received a compound fracture of the skull and a fracture of the thigh. He died in two hours after arriving at the hospital. He was about fifty-four years old, fairly well dressed, and had sandy hair and mustache. A silver watch and chain and $1.60 in cash were found in his pockets, but there was no further clue to his identity.

BROOKLYN LAD'S INJURY.

Fell from One Fifth Avenue Line Car to be Struck by Another.

Charles Miller, sixteen years old, of 209 Prince Street, Brooklyn, was riding yesterday on Car No. 442 of the Fifth Avenue line, going to Coney Island. He was standing on the rear platform, leaning against the gate. As the car reached the corner of Nevins Street and Atlantic Avenue the gate gave way and the boy was thrown into the street.

Before he could regain his feet Car No. 460 of the same line, coming in the opposite direction, struck him, inflicting a compound fracture of the skull and a fracture of the hip. He was taken to the Brooklyn Hospital in an ambulance. His condition is critical.

POLICE MADE A PARK RAID.

People of Many Tongues Destroyed Up-town City Property.

For days past the police of the upper part of the city have been receiving complaints that there was too much malicious destruction of city property going on in Crotona and the other parks of that portion of town by the visitors who on Sunday left their homes about Mulberry, Hester, Chrystie, Baxter Streets and the Bowery and with their respective broods sought an outing in the city preserves.

It is said they would arrive on the grounds as early as 7 A. M. and discarding all garments except the essentials wander idly about appropriating such flowers, shrubs, branches of trees, &c., as their fancy indicated.

Yesterday Capt. Schmittberger of the Tremont Station sent a dozen of his men in plain clothes to investigate the complaints and with orders to arrest every person who violated the corporation ordinance in any manner. The result was that when the arrests were counted last night, the total was over thirty. The prisoners were of every age, color, kind, and condition. Loud were their lamentations and protests when taken to the station. Capt. Schmittberger was unable to keep them, as he has but two cells. He therefore sent the crowd to Morrisania. With the usual arrests for drunkenness and other violations, the station at Morrisania was packed, and it was necessary to put two and three in a cell.

A few of the more prosperous prisoners were able to get bail, and secure freedom for the night. The majority, however, had to accept the inevitable and swelter in their narrow confines. All will be arraigned this morning in the Morrisania Court, and it is said the services of half a dozen interpreters have been secured to master the dozen or more dialects and tongues that the Court will have to hear.

NEW THIRD AVENUE SCHEDULE.

Arrangements for Through Trains to Tremont on the Elevated After Aug. 1.

It is expected that the new schedule of through trains on the Third Avenue Elevated railroad between City Hall and One hundred and Seventy-seventh Street, will go into effect August 1. At the same time the new station at One hundred and Twenty-ninth Street and Third Avenue will be opened to the public.

At this point the Third Avenue and suburban systems have their terminals. The passageway connecting the two platforms is very narrow and the rush and crush that have occurred here daily have caused several accidents. The new arrangement, however, will do away with all this and furnish good service, especially to the residents of the Bronx.

A large force of workmen are now employed on the station, and all that it needs to complete it is the finishing touches, such as putting up guard rails. The last thing to be done before the new schedule goes into effect will be to tear down the present platform used by the Third Avenue trains at One Hundred and Twenty-ninth Street, as two of the tracks which are to connect the Third Avenue tracks with the Suburban tracks run directly under it. The use of the present Second Avenue station of the Suburban branch will be discontinued.

In place of these two stations, two new platforms, about 100 feet long and 15 feet broad, have been built. Admittance to all platforms will be by the present One Hundred and Twenty-ninth Street entrance. Passengers bound down town will pass to the Suburban plaform and then cross a bridge to either the Second or Third Avenue Stations, while those who wish to go up-town will take the trains at the Suburban platform as they do now, or else board a through train. The new platform nearest One Hundred and Twenty-eighth Street or the southerly one will be used exclusively by Second Avenue trains, while the other new one will be used as a terminal station for Third Avenue trains that run no further than One Hundred and Twenty-ninth Street.

The south side of the present suburban station in One Hundred and Twenty-ninth Street has been altered, and will be used as a stopping place for through trains, while the north side will be used for the local trains. It is expected that about every second train on the Third Avenue line will run through to One Hundred and Seventy-seventh Street. After the new platforms have been opened to traffic and are in running order the Manhattan Company will begin the construction of an entrance and exit at the north end of the two new platforms.

A bridge will be built directly under the elevated structure, with stairways leading to the platforms. The ticket office will be built on the street near the entrance to the east side approach of the new Third Avenue Bridge.

DR. TOLMAN'S RESIGNATION.

His Future Work Will Be Done with the League for Social Service.

At a recent meeting of the Board of Managers of the New York Association for Improving the Condition of the Poor the resignation of Dr. William H. Tolman from the General Agency, which he has held for the last three years and a half, was accepted, to take effect on July 16.

Dr. Tolman will be associated as Organizing Secretary with the Rev. Dr. Josiah Strong in the executive management of the League for Social Service, the main object of which is educational. It will issue leaflets on the various problems of the day by men and women whose knowledge of the particular subjects will enable them to speak with accuracy. The league will also have a Bureau of Information on sociological subjects, which will indicate sources of information to editors, clergymen, college students, and others. The Committee of Direction consists of Robert C. Ogden, Spencer Trask, Mary Lowe Dickinson, Margaret E. Sangster, William B. Howland, Washington Choate, Mornay Williams, and John W. Kjelgaard. The members of the Advisory Council are R. W. Gilder, the Rev. Washington Gladden, the Rev. Dr. Charles H. Parkhurst, John H. Patterson, R. Fulton Cutting, the Rev. Dr. William R. Huntington, Alice Freeman Palmer, the Rev. Dr. Edward Everett Hale, H. B. Frissell, and Bishop Henry C. Potter. Spencer Trask will act as Treasurer. The headquarters of the league will be in the United Charities Building.

THREE HELD FOR A DEATH.

Identity of the Murdered Longshoreman Not Yet Established.

The identity of the murdered longshoreman whose body was found on Saturday night in front of 623 East Eighteenth Street has not yet been established. Capt. Hasslacher of the East Twenty-second Street Police Station has several of his detectives at work on the case.

Three men arrested on Saturday night on suspicion of having been implicated in the man's death were arraigned in the Yorkville Police Court yesterday morning before Magistrate Simms and held without bail for examination to-morrow. They are Patrick Cochran of 525 East Sixteenth Street, and William and Dennis Young of 226 Avenue C. Two small boys said they had seen four men beating a man on the sidewalk in front of 623 East Eighteenth Street, and gave the names of two of the men as Cochran and William Young. Dennis Young said that he had been with his brother William all the evening, and that statement helped to hold him.

The prisoners made no statement, and asked time in which to secure witnesses to prove their innocence. The watchman of the lumber yard who found the body of the dead man is the father of two of the prisoners. The boys were sent to the rooms of the Gerry society to be detained as witnesses.

A VOLUNTEER DROWNED.

Musician of a Jersey Regiment Found Dead at Highland Beach.

Thomas J. Lawler, a musician in Company A, Third New Jersey Volunteers, stationed at Sandy Hook, who enlisted at Asbury Park, but whose home was in New Haven, Conn., was found drowned at the north end of the trestle near Highland Beach, at 1:30 P. M. yesterday.

He is supposed to have tried to walk the trestle and fallen into the water. He was not married.

Drowned While Diving.

Elias Marks, twenty-four years old, of 1,684 Third Avenue, while in bathing at the foot of East Ninety-first Street, yesterday, was drowned as the result of hitting his head while diving. He was accompanied by his brother, Benjamin Marks, and was the first to dive. His body did not rise. After a few minutes the place was dragged for the body, but it was not recovered, and was probably carried off by the current, which is very strong at that point.

The Rev. Dr. Gunsaulus Ill.

The Rev. Dr. Frank W. Gunsaulus, the Chicago Presbyterian divine, was to have occupied the pulpit of the "Old First" Presbyterian Church at Fifth Avenue and Twelfth Street, yesterday, but illness prevented his appearance. His place was taken by the Rev. Dr. Charles L. Thompson, Secretary of the Presbyterian Board of Home Missions. Dr. Gunsaulus came to this city a fortnight ago to undergo an operation for rheumatism, from which he had been a sufferer for several years. The operation was performed last Monday, and is said to have been entirely successful. He is staying at the Grand Union Hotel, and will probably preach at the "Old First" next Sunday.

Injured While Leaving a Tugboat.

The doctors at St. Catherine's Hospital, in Williamsburg, say that Joseph Chapman, thirty-four years old, of 68 Clymer Street, whose back was broken while he was endeavoring to get from a tugboat to the dock at the head of Kingsland Avenue early yesterday morning, has little chance of recovery. He lost his footing in making the attempt and fell. Chapman would have been drowned but for the assistance of the night watchman at the dock.

Jersey City Bicyclist Hurt.

Charles Sloan, twenty-eight years old, of 371 Webster Avenue, Jersey City, was riding a bicycle on the Hudson County Boulevard yesterday. At Duncan Avenue the wheel struck a stone. Sloan was thrown over the handlebars. His right arm was broken and he was badly bruised. He was taken to the City Hospital.

THE CENTRAL LABOR UNION

Alleged Drinking of Non-Union Beer and Smoking of Non-Union Cigars Create Ructions.

MR. BARR SMOKED A PIPE

He Said to be on the Safe Side He Had Given Up Cigars—His Statement Pronounced "Lame."

The Central Labor Union discussed the subject of non-union cigars and non-union beer yesterday, and it developed that many union men who always insisted that only union-made articles of their own trade should be eaten and drunk and worn by everybody frequently used their own discretion when making purchases, and bought non-union goods whenever they deemed proper.

The Blue Label Committee of the Cigarmakers' International Union made a complaint to that effect to the Central Labor Union.

Delegate Brown of Cigarmakers' International Union No. 144, who also represented the Blue Label Committee, said:

"We have been closely watching the cigar stores to see that those dealers who sell blue label cigars should not sell non-union made cigars as well. If they persist in selling both, the union takes steps to prevent them from getting blue label cigars, as that is supposed to deprive them of trade union men's custom. We found that the Tin and Sheet Iron Workers' Union meets in a hall where non-union cigars are sold, and the members smoke those cigars."

Delegate Matthew Barr represents the tin and sheet iron workers, and defended his union.

"We have leased the hall for meetings," he said, "and another tenant there sells non-union cigars. The proprietor of the place has no control over him, nor have we. So we cannot help ourselves."

"I'm very sorry for Delegate Barr," said Brown, "but it is a fact that the proprietor himself sells non-union cigars, and Barr's fellow-members smoke them."

"No, never, cried Barr, in a dramatic tone.

"Yes, they do," said Brown, emphatically. "Our committee knows many of your tin and sheet iron workers, and they have often seen them smoke scab cigars and also drink non-union beer. We've caught you at last."

"Caught, do you say?" asked Barr angrily. "Are we thieves? So far as I am concerned, for fear of by chance smoking a non-union cigar I quit smoking cigars altogether, and smoke only a pipe now. Caught, indeed! That's adding insult to injury."

Chairman Timothy J. Daly here began pounding with his gavel, and said he was tired of listening to the discussion, and it must stop.

"It will not stop to please you," said Delegate Brown. "We have a grievance and we are making our complaint in the proper place. If you don't like the discussion you had better get out of the chair, and we'll put in another Chairman who will understand his business."

The Chairman thereupon subsided, and Delegate Brown continued: "Brother Barr's excuse for smoking a pipe is a very lame one. We have seen his fellow-members smoking non-union cigars and drinking non-union beer. We have caught members of various unions at those tricks, and we'll haul them up in good time."

"How about cigarmakers drinking non-union beer?" asked a delegate.

The meeting decided that Barr himself was innocent of any wrongdoing, and gave the Blue Label Committee due credit for the manner in which it had carried on its investigations.

A protest was received from Firemen's Union No. 1 against the action of the Central Labor Union in referring its application for admission to the Building Trades Section. An older union that was already in the Central Labor Union was trying to prevent the admission of No. 1 on the ground that there was already a brewery firemen's union, and that was sufficient. The protest continued that the old union was an English-speaking one, whereas the members of No. 1 were Germans. The men of No. 1 could not understand why they had been referred to the Building Trades Section.

"I do not understand why, either," remarked a delegate. "What do these firemen build?"

"They build fires," explained another delegate.

The firemen were again referred to the Building Trades Section.

THE SOCIALISTS AT ODDS.

The Defeat of De Leon and Brower Calls Forth the Threat of a Party Break.

The local leaders of the Socialists are highly indignant because a couple of influential ones were turned down at the National Convention of the Socialist Trade and Labor Alliance recently held.

Daniel De Leon and William F. Brower, who was Master Workman of the Socialist faction of District Assembly No. 49, K. of L., have for years been on the General Executive Board of the Social Trade and Labor Alliance. They were influential in the councils of the Socialist-Labor Party, and confidently expected to be re-elected to the board for the ensuing year, but they were sadly disappointed at being defeated, and their friends who succeeded in getting elected, it is said, see in the defeat an indication of their waning power.

The new General Executive Board consists of Hugo Vogt, G. Mahlenhausen, F. Wilson, G. Luck, L. Boudin, S. Hoffman, and B. Horn. Vogt and Hoffman are De Leon's and Brower's friends, and have just published the following letter to the General Executive Board:

> The circumstances attending the recent convention of the alliance make it impossible for the undersigned to sit in the General Executive Board with some of the officers-elect. This declination, and the reasons therefor, will be submitted to a joint meeting of the District Alliance of New York and vicinity, the calling of which we hereby demand in accordance with Article V. of our constitution.
>
> We consider the holding of such joint meeting so necessary for the welfare of the alliance that we hereby notify you that in case the board unconstitutionally refuses to call such joint meeting the undersigned themselves will issue a call for a joint meeting.
>
> We request to be notified forthwith of the action that may be taken by the board.
>
> HUGO VOGT,
> SAMUEL HOFFMAN.

The matter was discussed at yesterday's meeting of the Central Labor Federation, and many of the delegates denounced the convention for turning down the New York leaders, while others criticised the leaders for wanting to retain the reins of power permanently, and refusing to give any one else an opportunity to take part in the leadership. The friends of De Leon, Vogt, Brower, and Hoffman said that if this quartet do not succeed in bringing the new General Executive Board to terms they will break away and organize a new Socialist-Labor party.

Coming Races at Manhattan Beach.

Besides the big special paced race between Michael and Linton there will be a rendezvous of all the crack sprinters at the National Circuit meet at Manhattan Beach next Saturday. Bald, the champion of the last three years; Gardiner, the leader of the 1898 championship race; Tom Cooper, always a dangerous factor in the short distance events; "Majah" Taylor, the colored cyclist; Earl Kiser, and Howard B. Freeman of Oregon, will start in the half-mile championship of the League of American Wheelmen. The leading amateurs are also entered in other races, and the indications are that the meet will be one of the most successful of the season.

Mrs. O. P. Amend's Condition.

Mrs. Otto P. Amend, who was thrown from her horse and badly injured on the Coney Island Boulevard on Saturday night, was resting comfortably yesterday. Her condition is serious, but not critical. She will be unable to leave the house for several weeks. She is being attended by Dr. Saventhal of the Mount Sinai Hospital and Dr. Bierus, the family physician. Mr. Amend said yesterday that he was unable to account for the accident, as she is an expert horsewoman, having ridden for fifteen years.

TREMONT CHURCH SERVICE

Lieut. Trull of the Seventy-first Tells of His Experiences Before Santiago.

HIT BY A MAUSER BULLET

He Was One of Those Wounded by Spanish Sharpshooters When His Regiment Was Reserving Fire—Church Crowded to Hear Him.

A patriotic service was held last evening at the Tremont Methodist Episcopal Church, One Hundred and Seventy-eighth Street and Washington Avenue, of which the Rev. C. W. Millard is pastor. The church was artistically decorated with flags and bunting and was crowded to its utmost capacity. Prayers were offered for the sick and wounded American troops and patriotic songs were sung.

The feature of the service was an address by Second Lieut. William E. Trull of Company G, Seventy-first New York Volunteers, who was the first wounded man of the regiment to be returned home on sick leave. He was introduced by the Rev. Mr. Millard, and was greeted with hearty applause on mounting the platform. In the course of his remarks he told of the Seventy-first's departure from Camp Black and of its arrival at Tampa Heights, and then of the trip on the transports to Cuba. He said that the Seventy-first had one of the best transports of the fleet and that the men were very comfortable in the bunks, which were built in eight rows, three bunks high.

The landing of the troops, he said, was tedious work, as the men were placed in whaleboats and towed near shore by steam launches. The boats were then cast off and the oars resorted to until shore was reached.

In describing how he received the wound in his right hand, which he carries in a sling, Lieut. Trull said: "We had marched inland and were about fourteen miles from Siboney, the Seventy-first being in the left centre of the First Brigade of the First Division. We had received orders to advance and hold a small stream of water. We reached the stream after cutting through heavy underbrush, and were ordered to hold our fire and await orders. In the meantime the Spanish sharpshooters who were located in trees and bushes had got the range of us and were beginning to pick us off.

"We all lay flat on the ground, but even then some of the men were hit. The first man hit was Corp. Immen, a bullet striking him in the head and killing him almost instantly. Then several others were struck, and things began to get very uncomfortable, when suddenly I felt a pain shoot through my right arm, which fell limp at my side. A Mauser bullet had entered my hand between the second and third fingers, smashing the bone and coming out in a slanting direction inside of my hand. My wound was temporarily dressed, and I was ordered to the rear. This of course prevented me from seeing the rest of the battle, but I heard of the gallant manner in which the Seventy-first behaved under the heavy fire afterward."

In closing his remarks he said that one or two of the New York papers received at Tampa caused much amusement among the troops, as they told of their departure for Cuba and of battles before they had occurred. The service closed with the singing of the battle hymn of the Republic.

MODERN HEROES AND HEROISM.

Rev. Horace Porter Tells a Plymouth Church Audience that the World's Standard Has Been Raised.

"Heroes and Heroisms of Our Day" was the subject of a sermon preached in Plymouth Church, Brooklyn, yesterday morning by the Rev. Horace Porter. He said, in part:

"The world's standard of heroism has probably never been so high as to-day. The spirit of the heroic is alive to-day more than ever. It is with us in two forms; first, in the high ideals and requirements of public opinion. Some one of our naval commanders recently has remarked that there can be no such thing as defeat for any American commander or army to-day; that the requirement of the American people is such that they will have absolute victory or death. It must be one or the other. This feeling pervades our whole army and navy. Public opinion will stand no mere indifferent success. There is nothing but disgrace, dishonor, and dethronement for those who fall short of absolute victory and do not die. Every Captain in our navy must be master in his place or he must give way to some one else. Every man must do his full duty well, or he must drop out, while the world passes on.

"Thus, I say, the standards are everywhere higher and higher. Public opinion demands more perfect service in all vocations.

"In the second place, the heroic in our time lies more in human nature than ever before. Men are requiring more of themselves. We discover the world to be full of heroes to-day. They are everywhere. Hobson does his daring deed, and we discover that the navy had within its ranks thousands of men who pleaded to be permitted to do and dare as Hobson did. For every daring deed in the army and navy there are hundreds of men eager to do and dare, just as loyally.

"There are other heroes than those of war. Miss Barton among the Armenians, Miss Barton in Cuba, among the reconcentrados; Miss Barton, where danger and suffering are greatest, there most certain to be found, is no less a hero than any daring spirit on the field of battle. Mrs. Ballington Booth, spending her life in the prisons and pleading the cause of the prisoner, is a hero, though she carries neither sword nor musket."

DR. BRIGGS AT ST. ANDREW'S.

The Congregation Gets a Message from Dr. Van De Water.

The Rev. Dr. Charles A. Briggs, whose liberal views once created such a sensation in the Presbyterian Church and who was recently ordained a priest of the Protestant Episcopal Church, occupied the pulpit at St. Andrew's Church, One Hundred and Twenty-seventh Street and Fifth Avenue, yesterday morning. The rector of St. Andrew's, the Rev. Dr. George R. Van De Water, who is now in Cuba with the Seventy-first New York Volunteers, of which he is Chaplain, indorsed Dr. Briggs's ordination papers, and the latter then promised to occupy the pulpit of St. Andrew's at an early date.

This promise was fulfilled yesterday, and there was a large congregation to greet him.

Before taking up the collection the Rev. W. E. Henkell, assistant rector of St. Andrew's, announced that word had been received from Dr. Van De Water, who stated that he had been in the battles before Santiago and had escaped serious injury, and that he was at present in Siboney superintending the transporting of the sick and wounded soldiers back to the United States. He also stated that he was in good health and hoped to be among his congregation shortly.

Policeman Charged with Brutality.

Policeman McAvery of the East One Hundred and Thirty-eighth Street Police Station arrested Cornelius Dart of 335 Forest Avenue late Saturday night for intoxication and disorderly conduct. When the prisoner was arraigned in the Morrisania Police Court yesterday morning Edward Rossner of 340 East One Hundred and Fifty-sixth Street complained that McAvery had brutally beaten Dart. Dart was discharged, and the policeman will appear before the Police Board this afternoon for a hearing.

Killed by a Drill Engine.

An unknown man apparently about thirty-five years old was run over and killed by a drill engine of the Northern Railroad at the west end of the Erie tunnel, Jersey City, early yesterday morning. He was of sandy complexion and wore a mustache. He was 5 feet 9 inches in height and wore gray trousers, dark coat, and slippers. He had no hat. There was nothing on the body by which it could be identified. It was taken to the Morgue.

BOLD BICYCLE THIEVES.

Two Men Rode Away on a Tandem at Coney Island While a Third Engaged the Proprietor.

Benjamin Woods, a bicycle dealer of Surf Avenue, near West Eighth Street, Coney Island, is minus a tandem bicycle, and three well-dressed men, strangers to him, are the possessors of a wheel which cost them nothing but a considerable risk and a few minutes' sprinting. Mr. Woods is still looking for the outfit and so are the police.

It was 11:30 o'clock Saturday night, and the store was well filled with men and women, who had checked their wheels in the establishment, and were about to start home. In the racks outside of the store were hundreds of machines, checked by their owners. Among the crowd were the three men, two of whom paid particular attention to a maroon-colored machine which stood outside near the door.

While the third man loitered near the cashier's desk the other two removed the wheel, and began to fill the tires with air and tighten up the bolts and nuts.

During all this time Woods was watching them carefully, but owing to their appearance he did not become suspicious, believing that the tandem was their property. Finally the men had put the wheel in good order, and placed it against the outside rail. At this point Woods called to them to give him a check for the tandem, and added that if they did not they could not take it away.

One of the men standing by the bicycle in an angry tone said:

"Do you suspect me of being a thief, Sir? If you do, I want you to understand that this wheel is my property, and that you will be paid for storing it, and my friend at your side will give you a check for it."

Mr. Woods immediately began to apologize for his language.

"Don't mind, old man," said the man by the desk. "My friends are all right."

Woods was satisfied and beamed upon the stranger. But a moment later his face lost its smile, for the man made rapidly for the street, while the other two men mounted the wheel and disappeared in the darkness.

When Woods had recovered his composure he shouted: "Hey, there!" But the fleeing tandem stealers failed to "Hey," and went all the faster. Down the road they pedalled, followed by a promiscuous throng of amateur policemen, shouting and hallooing, spurred to activity by the proprietor's frenzied shouts. The pursuit, however, was useless. A mile down the road and the last chaser had given up.

In the excitement the smooth-tongued man by the desk also disappeared. The tandem was valued at $125.

A DEAF-MUTE THIEF.

Brooklyn Woman Who Robbed Parishioners in Church.

Bridget Nolan, a deaf-mute, forty-two years old, who lives with her sister, Mrs. Bernard Flood, at 876 Gates Avenue, Brooklyn, was arrested yesterday in the Church of Our Lady of Good Counsel, at Patchen Avenue and Halsey Street, for stealing $3 from a pocketbook. The Rev. Eugene F. Mahoney, the rector of the church, received complaints a week ago that parishioners were robbed of money which was kept in pocketbooks alongside of them in pews. One woman, it is alleged, lost $20, and an eye-witness of the theft furnished a description of Bridget Nolan.

The sexton of the church, James Reilley, laid a trap to capture the woman. He watched for her yesterday morning, and when he saw her enter a pew he placed three pocketbooks, each containing money, in pews behind her, and then awaited developments. When the mass was over the woman was seen to pick up one of the pocketbooks and abstract $3. She was turned over to Policeman McCauley, who took her to the Ralph Avenue Police Station, where the police were not able to learn anything from her.

Mrs. Flood, when seen, said that her sister was childish, and was formerly an inmate of a deaf and dumb institution, and added that her sister was not responsible for her acts. It is not thought that Father Mahoney will have the complaint prosecuted when the woman is arraigned in the Gates Avenue Court to-day.

A ROW ON A TANK STEAMER.

Sailors on the Deutschland Attack the Cook Because of the Cuisine.

There was something like a mutiny yesterday afternoon on the tank steamer Deutschland, lying at the Standard Oil Company's dock at the foot of North Twelfth Street, Brooklyn. The crew rebelled against eating the food which had been served to them by August Lippinster, the cook.

The vessel came into port several days ago, and the disgruntled crew have been sullen ever since. All the officers went ashore yesterday afternoon, and only a sailor was left in charge of the ship. After the officers had gone away several of the crew, among them firemen, got together and held an indignation meeting. Frank Rausch, a fireman, was chosen as leader. All the men provided themselves with cold potatoes and proceeded to the galley, where Lippinster was reading. They pelted him with the potatoes, and then Rausch advanced to attack the cook.

The latter met the fireman with a knife, and a stubborn fight ensued, during which for a time others of the disgruntled men took part. The row was stopped with the aid of a club of Policeman Starkey of the Bedford Avenue Police Station, who was attracted by the noise to the scene of conflict. After the injuries of the fireman and cook had been dressed by an ambulance surgeon the two men were locked up, and they will be arraigned to-day in the Lee Avenue Police Court.

HORSE IN A POLICE STATION.

Sergt. Williams Entertains an Odd Visitor at Hunter's Point.

Sergt. Williams was on desk duty at the police station in the Hunter's Point section of Queen's County yesterday afternoon, when he was startled by a loud tramping upon the floor of the room in which he was sitting. On looking up he saw a big bay horse standing in the middle of the floor and looking about in apparent astonishment. The Sergeant was also somewhat astonished.

The horse recovered first and walked over to the office of Acting Captain Lynch, which to an active imagination resembles a box stall, and looked in for fodder. Seeing nothing more appetizing than police reports—indigestible at the best—he turned around and walked out. The Sergeant followed his equine visitor and saw him enter a stable door right next to the station house and go into a box stall.

The explanation was easily found. The station house and the stable are almost exactly alike on the outside. The horse belongs to James Leonard, who owns the stable. Mr. Leonard has been in the habit of allowing the animal to leave the stable and go to a corner near-by where there is a watering trough. When he finished drinking the horse would come back. Yesterday afternoon he became confused because of the similarity of the buildings, and entered the open doorway of the station house.

MAY DIE OF HIS INJURIES.

Elseffer Charges His Brother with Having Beaten Him.

Coroner Hart yesterday afternoon took the ante-mortem statement of August Elseffer, who is at the Harlem Hospital in a dangerous condition, as the result of a brutal beating which he alleges was administered by his brother Constantine and some friends. The assault took place late Saturday night.

Elseffer is a furniture mover and is twenty years old. He lives with his wife at 1,790 Park Avenue. His wife is janitress of the house. According to the statement made by the injured man to Coroner Hart he went to see a brother named Valentine on Saturday night. Valentine is ill. After visiting Valentine August stopped at the house of Constantine, another brother, who lives at 209 East Eighty-ninth Street. He intended to tell Constantine of the other brother's illness.

No sooner had he gotten into his brother's place than the latter ordered him out. There were hot words, followed by blows. August alleges that a party of friends who were visiting his brother came to the latter's assistance, and that the crowd jumped on him. He says that he was thrown down and kicked and beaten and finally pitched into the street.

He managed to get to his own home, where he was put to bed by his wife. He soon became worse, and Mrs. Elseffer summoned an ambulance from the Harlem Hospital. The surgeon found Elseffer suffering from concussion of the brain, and besides numerous cuts and bruises, he had two ribs broken.

Watch some man who wears a tail evening coat as he sits down.

A Tuxedo has no tail; $15, $18 and $25.

Tail coats of course, if you think you're an expert in their management; suits $27 to $44.

Everything for day dress, evening dress or night dress for man and boy.

ROGERS, PEET & CO.

Prince and Broadway.
Warren and Broadway.
Thirty-second and Broadway.

THE BOURGOGNE DISASTER

General Agent Bocande Arrives Here and Talks of the Catastrophe

DENIES LACK OF DRILLING

He Says All Boats Were Lowered and Sailed in Harbor at the End of Every Trip—Words of Ambassador Porter.

General Agent Bocande of the Compagnie Générale Transatlantique arrived yesterday from France on the steamship La Navarre of that company's line. M. Bocande was in Paris on a business trip when the news was received there of the collision and sinking of the steamer La Bourgogne off Sable Island on July 4, attended by a fearful loss of life.

M. Bocande, when seen last night, was in consultation at his rooms at the Brevoort House with Assistant Agent Paul Faguet and other officials of the line.

When asked concerning the disaster to La Bourgogne, M. Bocande said he knew comparatively little about it as yet, and had come to New York to get details. His business trip to Europe, he said, had been cut short several months by the accident. He expressed the most profound sorrow for the loss of the passengers and crew of the vessel and said the news of the disaster had shocked all Paris. The home offices, he said, were overwhelmed with callers and messages of sympathy, which poured in for days.

M. Bocande exhibited with pride a letter received by President Perier of the company from Ambassador Porter, written on July 7, the day after the receipt of the news of the catastrophe. The letter, on behalf of the entire personnel of the embassy, extends "sympathy and tears for the victims of the awful accident" and pays "justice to the heroism that was displayed in those terrible circumstances by the officers and crew of La Bourgogne."

Speaking of the causes of the disaster M. Bocande said that such accidents were likely to occur so long as sailing vessels and steamers frequented the same ocean paths.

"But no one who is at all familiar with the discipline and care exercised in the nevigation of the French Line vessels," said he, "will say that the sinking of La Bourgogne could have been avoided, at least by her officers and men. Not since the sinking of the Ville du Havre in 1873, has the French Line between Havre and New York lost any lives through a similar accident. Our vessels have made 2,600 trips since that time, and I think this fact speaks for itself. Such accidents will occur, however, so long as vessels cross the ocean."

When asked concerning the charges made by passengers on La Bourgogne that no facilities whatever were afforded for lowering small boats and that consequently many boats went down with the steamer lashed to their davits, M. Bocande stated positively that such statements were false. "I make all allowances for the excitement and bewilderment among the passengers immediately after the collision," he said, "and say they simply do not know precisely what occurred.

Much Precaution Taken.

"No steamship line pays greater attention to drills and precautions for the safety of the passengers of its vessels than the French Line. In the first place, when any vessel of the line reaches Havre every one of her boats is not only lowered into the water, but also sailed some distance, in order to discover if any of the seams have opened during the trip. This drill is compulsory and is never omitted, and I know that the boats of La Bourgogne were thus tested before she left Havre on her last voyage out. During every voyage three separate drills are engaged in on each vessel. These drills are called 'Fire Quarters,' 'Collision Drill,' and 'Abandon Ship Drill.'

"At collision drill all the watertight bulkheads are closed, and all pumps are worked. At fire quarters the operations are the same as resorted to in case of actual fire, such as working the pumps, leading in hose, &c. In 'abandoning ship' drill every officer and member of the crew that can leave his duties takes his station at the boat to which he is regularly assigned. Every boat is lifted from its cradle and swung out on the davits to make sure that all the hoisting apparatus is in working order.

"Each of these drills must be indulged in at least once during every trip and oftener at the discretion of the Captain. I have known Captains to order these drills as often as three times on a single trip. We cannot have them every day for the reason that they disquiet the passengers. They are usually held during the early morning before many of the passengers are awake. Every day at noon the Captain makes an inspection of the vessel from stem to stern and from top to bottom, and the Second Captain does likewise at midnight. Every watch officer before going off duty sounds the 'wells' to see that no leaks have developed in the hull. I do not see how we could do more."

M. Bocande's attention was called to the statement of some of the passengers of La Bourgogne, that no drills whatever had been held before the collision, and he repeated the statement that such drills might have been held while the passengers were asleep.

When asked about the charges of cruelty on the part of the crew, M. Bocane said: "Of course, I know no more of the actual facts than the general public. I do not believe, however, that in whatever confusion and excitement the crew were guilty of the acts. No man or woman can go through such a terrible catastrophe and give a detailed and coherent story of what occurred."

He was asked if the company would specially investigate the charges of brutality, and to this M. Bocande replied that the French Maritime Court would no doubt investigate every feature of the accident. He denied that his line had lost passenger and freight traffic since the accident, and said that the few persons who canceled their passage on La Bourgogne were to be encountered at every sailing.

He said that the French Senate had voted the bill for the new Government postal contract with the French Line on July 3—the day before the Bourgogne disaster. The contract requires fifty-two round trips a year, and for this purpose the line is hurrying the construction of two 23-knot vessels—the Lorraine and La Savoie. These vessels will be 550 feet long with 25,000 horse-power, and will have to average 20 knots the year round. The vessels will be ready in 1900. In 1903 a third boat will be finished, with a still greater speed, and in 1905 a fourth, still faster.

LA BOURGOGNE'S CREW AT HAVRE.

PARIS, July 17.—The arrival of the steamer La Touraine, from New York, at Havre to-day, with the survivors of the wrecked steamer La Bourgogne, was the occasion of a sad scene and a sensational demonstration on the part of a great crowd which had assembled. The tears and sobs of the relatives of those who were drowned when they found that the last hope was gone was heartrending, contrasting markedly with the transports of joy of the friends of those saved. The survivors of the disaster were extremely reticent, and their stories failed to develop any new details.

O'Neill's
Sixth Ave., 20th to 21st St.

SILK WAISTS.

Another scoop in Women's Silk Waists. They deserve a long story, but can't have it. We're not talking values this month—just giving them.

1,000 Taffeta Waists

in black and colors—plain and tucked effects, some with combination colored sailor reveres, and all neatly braided—go on the tables to-day at . . $3.98

There's no exaggeration allowed here, but with to-day's values it would be impossible to exaggerate. Some of these waists are worth $8—$10, too.

300 other Silk Waists

made from strips and fancy Summer washable effects, with yoke backs and full fronts, some have silk and others linen collars—are ready and marked to sell at . . $1.98

They're the best $3 waists we've ever offered.

H. O'NEILL & CO.

AMUSEMENTS.

Manhattan Beach.
Swept by Ocean Breezes.
Victor Herbert's 22d Reg't Band Daily, 3:30, 7:15 Sunday, 3:30, 8
Admission, (except Saturdays and Sundays,) 10c. & 35c. Saturdays and Sundays, 25 cts. & 50 cts.
Pain's Manila & Fireworks Evg., except Sun. & Mon., 8 P. M.
De Wolf Hopper in WANG, Except Sun., 9 P. M. Sat. Mat., 4 P. M.

THE COOL CASINO Ever Gay Theatre! Evergreen Roof! ADMISSION, 50c.
Theatre Part Closed This Wk For Rehearsals! Roof To-night & All THIS WK!
The extravagant extravaganza! Yankee Doodle Dandy! First Presentation, July 25. Rice's Summer Nights! and the Great Cake Walk!

POPS MADISON SQUARE ROOF GARDEN. EVENINGS AT 8:15. ADM., 50c.
GRAND POPULAR CONCERTS
By the Met. Permanent Orchestra.
Cold or rainy nights perf. in Concert Hall.

KEITH'S Continuous Performance 25c. 50c. NOON TO 11 P. M
Jas. Horne, Nick Long, Idalene Cotton, Gus Williams, Larry Dooley, Dammann Troupe, etc.

KOSTER & BIAL'S. ADM. 50c.
Music Hall. Burlesque. 7th week. Cook's Tour.
Roof Garden—Vaudeville, Rogers Bros. & oth's.

WORLD IN WAX NEW WAR GROUPS
EDEN MUSEE
Orchestral Concerts. CINEMATOGRAPH

Baseball, Polo Grounds, To-Day, 4 P. M.
Louisville vs. New York. Admission 50c.

THE TURF.

BRIGHTON
RACES Daily at 2:30 P. M.
Rain or Shine. Concert by Lander.
Take any Coney Island route.

AN ELECTRICAL PRAYERBOOK.

A Curious Device Said to be Used by Episcopal Missionaries to Convert the Savage Red Man.

Capt. Charles L. Albertson of the Eleventh Police Precinct is a well-known student and collector of rare books. His private office in the Mulberry Street Station House contains a lot of interesting volumes, many of which are of great intrinsic value, while others are notable because of unusual features. In an old bookstore the other day the Captain came across a peculiar book bound in metal, with what seemed to be an electrical appliance at one end, which he immediately purchased. The volume proved to be a copy of the Protestant Episcopal Book of Common Prayer, translated into the language of the North American Indians in Dakota, and published in 1883 by the New York Bible and Common Prayer Book Society for the Indian Commission of the Protestant Episcopal Church, for use in the missionary jurisdiction of Niobrara.

The covers of the book had been carefully reinforced with substantial plates of nickeled brass, firmly fastened with five strong rivets on each side. At the top of each cover was an appliance for the insertion of an electric wire.

According to the story told to Capt. Albertson by the seller of the book, the work was used in its present form by a missionary to the Indians in connection with an electric battery. While the unconverted brave whose soul the missionary desired to save held the prayer book with his hands on both covers, thus forming an electrical circuit, the latter would surreptitiously turn on a gentle current, which sent mild, but appreciable, thrills through the frame of the savage. These he believed to be manifestations of the newly found religion.

None of the officials in the Church Missions House, the headquarters of the society which printed the work, and the centre of Episcopal missionary effort in this country, to whom the book was shown, could offer any explanation as to the purpose of its metallic attachments, but all admitted that it had to do with the application of electricity to something in some form or other. Each one insisted, however, that no missionary would be guilty of any such deceit or chicanery as suggested toward the people under his spiritual care. At the Bible House, also, where all are familiar with religious works of every description, not even a guess at the solution of the mysterious object of the curious book would be hazarded.

ELECTRIC CONTRACTS LET.

The Metropolitan to Begin Its Lines in Sixth and Eighth Avenues at Once.

Contracts were let on Saturday for the construction of lines of electric railway for the Sixth and Eighth Avenue routes below Fifty-ninth Street of the Metropolitan Street Railway Company. Barring unexpected delays, the lines will be ready for business by Sept. 15, or within a week after that date.

Everything necessary for use on the lines has been prepared, and the construction will begin Wednesday morning. The Metropolitan Street Railway Company gives notice that the horse car lines on Sixth and Eighth Avenues, south of Fifty-ninth Street, will be discontinued on Wednesday morning, so that the public may not be taken unawares.

Passengers traveling down town from above Fifty-ninth Street will be carried by the electric lines which now run in Amsterdam, Columbus, and Eighth Avenues, through Fifty-ninth Street, and be transferred at will to the Madison Avenue electric line or the Second Avenue electric line. For the convenience of people traveling down town west of Broadway extra facilities will be provided on the horse car lines in Seventh and Ninth Avenues.

The New York Times.

WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.

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STOCK EXCHANGE SUMMARY.

	Shares.
Stocks week ended July 16....	1,395,893
Same week last year........	1,314,550
Stocks to date this year.....	55,007,747
Corresponding date last year.	27,174,824

Bonds for the week...........	$23,877,260
Same week last year.........	10,941,800
Bonds to date this year.....	460,408,540
Corresponding date last year.	229,107,260

Money rate range for week: Collateral loans on call, 1@1½; at three months, 3; at six months, 3½ per cent. Commercial paper, sixty to ninety days, 3¾ per cent.

ATCHISON'S HISTORY.

Record of the Big Western Railroad Property—The Story of Its Recent Upbuilding.

In continuation of the statistical reviews of great American railroad properties, several of which have heretofore appeared in THE NEW YORK TIMES's Financial Supplement, herewith is presented the record of the Atchison, Topeka and Santa Fé system, in which European as well as American investors are largely interested, and which, in view of its recent rehabilitation, is now generally taken as an illustration of what can be accomplished by careful American financiering and capable American railroad management.

This review is particularly apropos in view of the notable activity and strength shown by the Atchison securities during the week just ended. The general 4s, the adjustment bonds, and the preferred stock made new high-price records. All three issues were very active. Transactions in Atchison preferred were heavier than any other stock on the list, being between two and three times as large as those in the railroad stock which next approached it.

The Atchison, Topeka and Santa Fé Railroad was originally chartered Feb. 1, 1859, under the name of the Atchison and Topeka Railroad, but on March 3, 1863, the title was changed to the Atchison, Topeka and Santa Fé Railroad, and the Congressional grants of lands, amounting to 2,934,659.68 acres, were transferred to the newly named company.

The construction of the road began in 1869, and that portion of it from Topeka to Emporia was put in operation Aug. 1, 1870. The line between Topeka and Atchison was opened for business May 13, 1872, and the whole road from Atchison to the Colorado State line on Dec. 23 of that year.

On Oct. 1, 1875, the line from Topeka to Kansas City was acquired. The later extensions and branches were built under the auspices of the Atchison as lessee, the latter paying by way of rentals the interest on the bonds of its leased lines.

Early Progress of the Road.

The dates of the openings of the various additions to the system were as follows: New Mexico Division, to Santa Fé, Feb. 16, 1880; to Albuquerque, April 15, 1880; to San Marcial, Oct. 1, 1880, and to a connection with the Southern Pacific at Deming, 1,135 miles from Atchison, on March 1, 1881. The extension of this line from Rincon to the southern boundary of New Mexico was completed July 1, 1881, and the Rio Grande and El Paso Railroad, 20.15, at the same time.

The Marion and McPherson extension from Florence to Ellenwood, Kan., 98.61 miles, Sept. 1, 1881; the Florence, Eldorado and Walnut Valley Railroad, 53.59 miles, Aug. 1, 1881, to Douglas, and from Sedgwick to Halstead, 8.89 miles, Dec. 31, 1881.

The Kansas City and Olathe Railroad, Holliday to Olathe, 14.10 miles, was completed in 1882, as were also the New Mexican Railroad, 21.91 miles, and the New Mexico and Arizona Railroad, 87.78 miles.

This latter line was part of the Sonora system, which also included the Sonora Railroad, 202.41 miles, these two roads forming a through line from Benson, Arizona, on the Southern Pacific Railroad, to Guaymas, on the Gulf of California, State of Sonora, Mexico.

Important System Acquired.

Control of this system was acquired in 1882 by the Atchison through the purchase of its entire capital stock, amounting to $5,248,000, at a cost of $2,624,000 and a guarantee of interest on the bonds of the company. Following this an agreement was made with the Southern Pacific Company giving the Atchison the right to run its trains over the Southern Pacific from Deming to Benson, 174 miles.

The stock of the Kansas City, Lawrence and Southern Kansas Railroad was acquired in 1880 through an issue of $3,743,000 5 per cent. bonds, and later became known as the Southern Kansas system, into which many smaller lines were consolidated. At the time of the construction of the Atlantic and Pacific Railroad the Atchison became interested with the St. Louis and San Francisco in its control and ownership. In 1882 a number of the smaller leased lines were for the sake of convenience consolidated, and during 1884 222.99 of new mileage was constructed.

Further Valuable Extensions.

On Feb. 1, 1884, the Southern Kansas system was connected with the main line of the Atchison at Emporia. An extension of the California Southern Railroad from Bernardino to Bastow was built under an agreement with the Atchison and completed Nov. 9, 1885, making a through line from the Missouri to the Pacific Coast at San Diego, about 1,870 miles. In consideration of the construction of this line the Atchison received one-half of all the capital stock and first mortgage bonds of the California Southern.

In 1886 the Atchison acquired control of the Chicago, Kansas and Western Railroad, a consolidation of certain companies authorized to construct 450 miles of railroad in Kansas. In May of the same year the Gulf, Colorado and Santa Fé Railroad was secured by an exchange of stocks, dollar for dollar, and construction was begun of a connecting line from Kansas City to Chicago. On Jan. 1, 1889, the Wichita and Western and Kingman, Pratt and Western Railroads were consolidated under the title of the Wichita and Western and operated by the Atchison. The entire capital stock and bonds of the St. Louis, Kansas City and Colorado Railroad were also purchased.

The First Reorganization.

The Atchison was reorganized without foreclosure in October, 1889, under the terms of a plan which provided for an issue of $150,000,000 4 per cent. 100-year bonds, due July 1, 1989; $80,000,000 5 per cent. 100-year income bonds due July 1, 1989, to take up existing issues. The plan was successfully carried out. On Nov. 7, 1889, the California Central, the California Southern, and the Redondo Beach Railroads were consolidated under the name of the Southern California Railway and control of the new corporation was vested in the Atchison through ownership of the capital stock.

The common and preferred shares of the St. Louis and San Francisco were purchased in May, 1890, the Atchison issuing $27,000,000 new stock for that purpose, or at the rate of one and three-eighths shares of new stock for one share of San Francisco preferred and three-quarters of one share of new stock for San Francisco common. The Colorado Midland, which was chartered Nov. 23, 1883, and opened Oct. 15, 1888, became part of the Atchison system in October, 1890, the latter company purchasing the entire capital stock, $8,000,000, and guaranteeing the interest on $6,000,000 4 per cent. consolidated bonds. A through line between Chicago and St. Louis was opened in November, 1890, under a traffic arrangement with the Chicago, Peoria and St. Louis Railroad. The Chicago Elevated Terminal Railway Company was organized in August, 1890, to secure better facilities for the railroads entering Chicago, and the real estate owned by the Atchison was sold to it for $8,102,264 cash, and the Atchison, as well as the other companies benefited, became stockholders in the Terminal Company.

The Last Receivership.

The Atchison went into the hands of receivers on Dec. 23, 1893, when J. W. Reinhart of Boston, J. J. McCook of New York, and J. C. Wilson were appointed in that capacity. Aldace F. Walker resigned and was replaced by Mr. Reinhart in September, 1894. The company was reorganized under the terms of a plan dated March 14, 1895, which provided for the foreclosure of the general mortgage of Oct. 15, 1889, and other mortgages as deemed advisable, and for the issue of $102,000,000 common stock, $111,486,000 5 per cent. non-cumulative preferred stock, $96,990,582 general mortgage 4 per cent. 100-year gold bonds due Oct. 1, 1995, and 4 per cent. 100-year adjustment bonds, issue limited to $51,728,310, interest payable if earned, non-cumulative up to July 1, 1900, and cumulative after that date.

In the reorganization the old general mortgage bonds received 75 per cent. in new general mortgage bonds and 40 per cent. in adjustment mortgage bonds, the second mortgage A bonds and income bonds of 1889, after paying a cash assessment of 4 per cent., received 113 per cent. in new preferred stock, and second mortgage B bonds, on payment of a like assessment, received 118 per cent. in new preferred stock. The old stock was assessed at $10 per share and received dollar for dollar in new common stock, besides preferred stock to the amount of the assessment.

The New Company Formed.

The present Atchison Company was chartered Dec. 12, 1895, under the laws of the State of Kansas, and succeeded to the property and franchises of the original company, whose property was sold under foreclosure Dec. 10, 1895. The new company assumed control of the road Jan. 1, 1896. In April of that year the company's interests in the St. Louis and San Francisco were sold to the reorganization committee of that road for $1,971,550 in cash and settlement made with regard to the San Francisco's proportion of the equipment Trust Series A. The Atchison coal properties were leased to various corporations during 1896 on terms favorable to the Atchison.

After the reorganization a number of the poorly paying branches were discontinued. The present system comprises 6,935 miles, running from Chicago, Ill., by way of Kansas City, Mo., and Albuquerque, N. M., to California and the Pacific Ocean, also to Galveston, Texas, and the Gulf of Mexico. The system is divided as follows: Atchison, Topeka and Santa Fé, 4,542.76 miles; Gulf, Colorado and Santa Fé, 1,087.60; Santa Fé Pacific, 818.55; Southern California, 498.74. The mileage of the various divisions is made up in this way: Chicago to Kansas City, 458; Kansas City to La Junta, Cal., 571; La Junta to Denver, Col., 180; La Junta to San Diego, Cal., 1,318; Newton, Kan., to Galveston, Texas, 750, and Albuquerque, N. M., to El Paso, 254.

Status of the Securities.

The preferred stock of the company has preference as to non-cumulative dividends not exceeding 5 per cent. per annum out of net profits. No other mortgage and no increase in the preferred stock can be made without the consent of a majority of all the preferred stock and of all the common stock represented at a meeting. The total authorized amount of preferred is $131,486,000, including $20,000,000 reserved. The general mortgage can never exceed in the aggregate $165,490,500. Of this amount $96,990,500 was issued in the reorganization and the remainder reserved to retire guarantee fund notes and car trusts, non-assenting bonds from reorganization of 1889, Chicago and St. Louis firsts, sixes, and for improvements and terminals, and for the acquisition of the Atlantic and Pacific and other lines.

Interest on the adjustment mortgage is payable only out of net earnings for the fiscal year ending June 30, and the rate is to be determined on or before Oct. 15 in each year. The present issue is limited to $51,728,000, but when the $30,000,000 general fours authorized for improvements have been issued, (not before June 30, 1905,) $20,000,000 additional adjustment fours may be issued for the same purpose at not exceeding $2,000,000 in any one year, but only by a majority vote of the adjustment bondholders.

The Atlantic and Pacific Purchase.

The company purchased in March, 1897, the entire issue of $16,000,000 Western Division first mortgage 6 per cent. bonds of the Atlantic and Pacific Railroad, paying $8,400,000 general mortgage 4 per cent. bonds, $9,200,000 preferred stock reserved for that purpose, and $530,000 in cash. A syndicate was formed in December, 1897, to acquire by exchange or purchase the outstanding $8,605,000 guarantee fund notes for which an issue of prior lien bonds had been authorized, thus obviating the necessity of this issue, and making the general mortgage bonds a first mortgage on the main line, secured practically by all the stocks and bonds of the other lines in the system.

In February last $3,442,000 general mortgage bonds were listed, having been issued in exchange for these guarantee fund notes, and an additional $7,058,000 authorized to be listed whenever exchanged, and of this amount $3,297,500 have been placed upon the Stock Exchange lists.

Recent Financial Operations.

Announcement was made last week that the company had sold to a syndicate $3,500,000 general mortgage bonds to reimburse its treasury for cash expenditures, previously made, including equipment bonds paid, completion of Atlantic and Pacific purchase, improvements on the Santa Fé Pacific since July 1, 1897, and improvements upon the other lines of the system in the calendar year 1897. The management of the road expect that expenditures for improvement account next year will be very light, about $600,000, and it is intended to close the construction account within three years.

The capital stock at present outstanding is $102,000,000 common and $120,686,000 preferred. The funded debt as listed on the Stock Exchange is $116,759,500 general mortgage fours, $51,728,000 adjustment fours, $1,000,000 equipment trust fives, Series A, and $1,500,000 Chicago and St. Louis sixes.

How Earnings Compare.

The mileage in 1890 following the first reorganization was 7,110; total gross earnings were $31,004,357, and net $10,830,971; in 1891, mileage, 7,111; total gross, $33,663,716; net, $9,620,547; 1892, mileage, 7,474; total gross, $38,541,789; net, $17,900,838; 1893, mileage, 7,480; total gross, $41,316,546; net, $12,710,747; 1894, mileage, 7,474; total gross, $33,799,426; net $8,243,324; 1895, mileage, 6,481; total gross, $28,814,853; net, $6,501,264; 1896, mileage, 6,429; total gross, $28,999,597; net, $6,928,322; 1897, mileage, 6,479; gross, $30,621,230; net, $7,754,041; total income, $8,008,540; taxes and rentals, $1,947,237; fixed charges, $4,608,858; balance, surplus, $1,452,445; surplus for six months to June 30, 1896, $150,781; total surplus June 30, 1897, $1,603,226; dividend 3 per cent. on adjustment mortgage, interest Nov. 1, 1897, $1,551,840; surplus for year over income interest, $51,836.

It is worthy of note that in 1894, previous to the reorganization, interest charges were $8,243,793, while in the last fiscal year they were only $4,608,858, and if the payment on the adjustment be included, $6,160,698. The gross earnings for eleven months of the present fiscal year have been $36,213,599, an increase of $5,297,980; operating expenses were $26,197,474; an increase of $3,241,567; net earnings, $10,016,125, an increase of $2,056,413; taxes and rentals, $1,568,807, a decrease of $367,665, and net income, $8,447,318, an increase of $2,424,078.

Fluctuations in the Stock.

Previous to the first reorganization of the company the highest price at which the old stock sold was 118⅞ in June, 1887, and at the time of the reorganization in 1889 the lowest touched was 26⅛ in October. In 1890, after advancing to 50⅝ in May, the price dropped to 23¼ in November, a recovery to 47½ following in September, 1891. In 1893 there was a sharp break from 36½ in January to 9⅛ in December. The price rallied to 16 in March, 1894, but by July it had fallen to 3. During the last reorganization the stock sold, all installments paid, as low as 8¼ in August, 1896, 1¾ less than the amount of the assessment. The new common and preferred shares were dealt in for the first time last year, and the former advanced from 9⅛ in April to 17 in September, reacting to 12⅛ in November; the latter rose from 17 in April to 35½ in September, falling back to 25⅛ in November. The highest price for the common this year was 14⅛ on June 6, and the lowest, 10¼, on April 21, and for the preferred the highest was 35⅝ on Tuesday last and the lowest 22⅝ on March 12.

BULLION STATISTICS.

Silver bullion certificates were last quoted on the Stock Exchange at 59@59¼c per ounce.

Silver was quoted in London at 27 5-16d per ounce, and in New York at 58¼c. Mexican dollars were quoted at 45⅝.

The Mercantile Safe Deposit Company holds 225,920.71 ounces of silver bullion.

Stock Transactions New York Stock Exchange Week Ending July 16, 1898.

Range for Year 1898. Highest.	Range for Year 1898. Lowest.	Closing Sat. July 16. Bid.	Closing Sat. July 16. Ask'd.	Net Ch'ge Past Week.	STOCKS. Sales Week Ending July 16, 1,296,898.	Amount Capital Stock Outstanding.	Last Dividend. Date.	Last Dividend. Per Cent.	Week Ending July 16. First.	Week Ending July 16. High.	Week Ending July 16. Low.	Week Ending July 16. Last.	Closing a Year Ago.	Sales For W'k End. J'ly 16, 1898.
*[illegible] February 10.	*97½ April 29.	99	102	..	**Adams Express**	$12,000,000	June 1, '98.	$2	100	101½	99¾	101	153	108
43½ July 9.	37 July 7.	40½	41	− 1½	American Steel & Wire	12,000,000			42½	43½	41	41	...	14,835
[illegible] July 2.	90¼ July 15.	[illegible]	90¾	+ ½	American Steel & Wire preferred	12,000,000			92	93	90¾	90¾	...	1,824
[illegible] May 6.	21 July 8.	[illegible]	[illegible]	+ 1	American Malting	[illegible]			25	25½	25	25	...	410
[illegible] May 9.	[illegible] May 9.	75	77	+ 1½	American Malting preferred	12,549,600	July 15, '98.	1¾	77½	77½	77½	77½	...	290
[illegible] January 10.	15¾ March 25.	20	21½	− ½	American Cotton Oil	20,237,100			21½	21½	20½	20½	13¼	1,075
77¾ February 1.	68 March 14.	73½	75	..	American Cotton Oil preferred	10,198,600	June 1, '98.	3	75	75	75	75	64½	250
[illegible] July 15.	11?¾ January 3.	[illegible]	...	+ 3½	American Express	18,000,000	July 1, '98.	$3	[illegible]	[illegible]	[illegible]	[illegible]	114	[illegible]
15¾ June 5.	6¾ January 20.	12¾	12½	− 1½	American Spirits Manufacturing	27,907,530			13¾	13¾	11¾	12¾	11¼	14,645
40½ June 27.	[illegible] March 26.	34½	35	− 2¾	American Spirits Manufacturing preferred	6,951,800			36	36	33½	34	[illegible]	4,154
145¾ June 6.	107¼ March 26.	132¼	132½	− ½	American Sugar Refining Company	36,968,000	July 2, '98.	3	133¾	134¾	131½	132¼	[illegible]	128,918
[illegible] January 6.	[illegible] March 25.	114	114	+ ¼	American Sugar Refining Co. preferred	36,968,000	July 2, '98.	1¾	114	114½	114	114	108¾	1,077
*94½ July 14.	*85 March 29.	94½	95	..	American Telegraph & Cable Company	14,000,000	June 1, '98.	1¼	94½	94½	94½	94½	92	93
[illegible] July 7.	88¾ January 24.	118¾	119	− 2⅞	American Tobacco	21,000,000	May 1 '98.	2	122½	122¾	117¾	118¾	77½	60,001
[illegible] July 8.	*112 January 28.	120	124	+ 4½	American Tobacco preferred	11,935,000	May 1, '98.	2	125	127	125	127	109½	1,010
14¼ June 6.	10¼ April 21.	13¾	13¾	+ ¼	Atchison, Topeka & Santa Fé	102,000,000			13½	14¼	13¾	13¾	12½	13,152
[illegible] July 12.	22½ March 12.	34¼	34½	+ ½	Atchison, Topeka & Santa Fé preferred	120,696,000			34½	35¼	34	34½	[illegible]	176,347
21¼ June 17.	12¾ January 25.	13¼	13¾	− 1	**Baltimore & Ohio**	25,000,000	Nov. 15, '94.	2	15	15¼	13	13¾	10	4,918
7¾ February 8.	6¾ January 10.	6¾	7	− ¼	Baltimore & Ohio Southwestern preferred	19,670,700			6¼	6¾	6	6¼	3¼	800
9½ January 21.	2⅝ March 21.	8	8¼	− ⅜	Bay State Gas	50,000,000			8¼	8¾	8	8	12¾	3,550
57 July 5.	35 March 12.	54¼	54¾	− 1½	Brooklyn Rapid Transit	20,000,000			55½	56	53¾	54¾	33½	54,908
125 January 24.	106 March 28.	123	124	..	Brooklyn Union Gas	15,000,000	June 1, '98.	3	122¾	123¼	122¾	123¼	111½	225
14 June 6.	9 June 3.	11¼	12¼	+ ⅛	Brunswick City	4,200,000			10¾	11¼	10	11¼	...	1,069
57¾ February 5.	44½ March 2.	52½	53	− 1⅞	**Canada Southern**	15,000,000	May 1, '98.	1	55	55½	53	53	56½	3,768
90½ January 20.	72 April 21.	83¾	...	..	Canadian Pacific	65,000,000	Apl. 1, '98.	2½	83¾	83¾	83¾	83¾	66¾	100
15 July 14.	11 April 28.	14¼	15	+ 1¼	Central Pacific	68,000,600	July 1, '98.	½	14	15	14	14¼	8½	546
24¾ February 1.	17¼ March 26.	22½	22¾	− ⅜	Chesapeake & Ohio	60,533,400			23¼	23¼	22⅜	22¾	17¾	9,110
107¾ June 11.	85⅝ March 26.	105¼	105⅜	− 1⅞	Chicago, Burlington & Quincy	82,002,800	June 15, '98.	1¾	107½	107½	105	105¼	84⅝	53,612
58 June 1.	*48 April 25.	54½	56½	..	Chicago & Eastern Illinois	6,197,800	July 1, '98.	2½	57½	57½	55¼	55½	...	400
16¼ February 8.	9½ February 25.	13¾	14	− ⅜	Chicago Great Western	21,200,145			14½	14½	13¾	14¼	9	13,300
36¾ January 26.	28 March 15.	32	33½	..	Chicago Great Western preferred A	11,160,000			33	33	33	33	...	105
71¼ July 16.	71 July 15.	70¾	...	..	Chicago Great Western deb.	12,050,500	July, '98.	2	71¼	71¼	71¼	71¼	...	100
10½ January 14.	*6¾ April 4.	9½	10	..	Chicago, Indianapolis & Louisville	10,500,000			9½	9½	9½	9½	...	150
33¾ January 28.	23 April 16.	29½	31	+ ½	Chicago, Indianapolis & Louisville preferred	3,883,750			30½	30½	30½	30½	...	128
102½ June 1.	83¼ April 21.	98¾	98½	− 2	Chicago, Milwaukee & St. Paul	46,027,261	Apl. 19, '98.	2½	100⅝	100⅝	98¼	98½	86½	68,468
152 July 15.	140 April 25.	151	152	+ 3	Chicago, Milwaukee & St. Paul preferred	31,818,400	Apl. 19, '98.	3½	150	152	150	152	140⅝	780
130½ February 11.	113¾ March 12.	126½	126¾	− 2⅝	Chicago & Northwestern	39,087,883	July 6, '98.	2½	129¼	130¾	126¼	126½	118⅝	15,093
*176 March 2.	163 January 3.	172½	175	+ 1¼	Chicago & Northwestern preferred	22,367,600	July 6, '98.	1¾	171⅝	172½	171½	172½	165	390
106¾ June 1.	80 March 25.	95½	95⅝	− 1⅞	Chicago, Rock Island & Pacific	46,156,000	May 1, '98.	1	97½	97½	95¼	95½	75⅝	82,400
9⅞ March 3.	4½ January 3.	7½	8½	..	Chicago Terminal & Transfer	13,000,000			8⅝	8¾	8½	8½	...	284
33 February 5.	23½ January 3.	29	30	− ½	Chicago Terminal & Transfer preferred	17,000,000			29	29	29	29	...	470
44¼ June 17.	25 March 12.	40¾	41½	− 2⅝	Cleveland, Cin., Chi., and St. Louis	28,000,000	Aug., '98.	1½	43½	43½	40¾	40¾	36¼	7,538
*88¾ June 17.	77½ March 9.	85	87	..	Cleveland, Cin., Chi. & St. Louis preferred	10,000,000	Apl. 20, '98.	1¼	87	87	87	87	...	230
19¾ January 12.	11¾ March 26.	14¼	14¾	− ⅜	Cleveland, Lorain & Wheeling	8,000,000			14⅝	14¾	14¼	14⅝	...	2,160
26¾ January 11.	17 March 12.	20	20¾	− 2½	Colorado Fuel & Iron	9,250,000			22½	22½	20	20	17⅛	520
*15½ June 14.	14 June 23.	...	...	..	Colorado Midland preferred	4,644,800			15	15	15	15	...	302
8¾ February 10.	5 March 18.	5¾	6	..	Columbus, Hocking Valley & Toledo	11,696,300			5½	5½	5½	5½	3½	100
180 July 12.	180 July 12.	175	...	..	Commercial Cable	10,000,000	July 1, '98.	1¾	180	180	180	180	...	125
205½ June 9.	167 March 26.	195½	197	− 5½	Consolidated Gas	36,730,000	June 15, '98.	2	200½	200½	195	195	167½	3,517
48 June 14.	27¼ March 25.	37⅝	38	+ ½	Consolidated Ice	6,500,000	May 17, '98.	1	37	37½	36¾	37½	41⅝	1,701
91 February 15.	81 March 21.	89	90½	..	Consolidated Ice preferred	8,500,000	July 15, '98.	1½	90	90	90	90	89	205
114¼ February 3.	103 July 16.	104½	106½	− 3¾	**Delaware & Hudson**	35,000,000	June 15, '98.	1¼	107	107	103	103¼	112⅝	4,437
159 February 3.	144¼ April 21.	...	155	..	Delaware, Lackawanna & Western	26,200,000	Apl. 20, '98.	1¾	156¼	156¼	155	156¼	157½	79
53¾ February 10.	40 April 21.	48½	49¼	− 1¼	Denver & Rio Grande preferred	23,650,000	July 15, '98.	1¼	50½	50½	48¾	40	42¾	1,813
20 June 10.	8¾ April 21.	16¾	17	− 1	Des Moines & Fort Dodge	4,283,100			16	17	13	16⅛	11½	500
64¾ July 8.	45 April 20.	59½	61	− 4⅝	Detroit Gas	1,645,700			61	61	60	60	21	500
*138¾ July 7.	*115 April 22.	130	135	..	**Edison Electric Illuminating of N. Y.**	9,051,300	May 1, '98.	1½	134⅝	134⅝	134⅝	134⅝	118	10
*120 July 16.	*102½ April 1.	...	...	..	Edison Electric Illuminating of Brooklyn	4,000,000	July 15, '98.	1½	120	120	120	120	108	10
16¾ February 1.	11 April 21.	13	13¾	+ ⅛	Erie	112,232,700			13⅝	13⅝	13⅜	13⅝	14¼	305
43¾ February 11.	29¼ April 22.	34	34½	− 1½	Erie first preferred	42,844,000			35⅝	36	34¼	34½	33⅝	4,930
21½ February 11.	15½ April 22.	17	18	..	Erie second preferred	16,000,000			17½	17½	17½	17½	...	100
28 May 11.	*20 February 17.	25½	26	..	Evansville & Terre Haute	4,000,000	Aug., '98.	7½	26	26	26	26	20	100
40½ July 6.	29¼ March 12.	38⅝	38⅞	− 1⅝	**General Electric**	30,460,000			40¼	40¼	38⅝	38⅝	34⅝	7,270
130 June 30.	120 July 1.	125½	127	− 2	Great Northern preferred	25,000,000	May 1, '98.	1½	129½	129½	127	127	123	1,005
92¾ February 10.	*87½ June 20.	...	...	..	**H. B. Claflin Company**	3,829,100	July 15, '98.	1½	88	88	88	88	...	10
36¼ February 15.	15¾ April 22.	22	24	− 3	Hawaiian Sugar	10,000,000			23¾	23¾	20	22½	...	2,235
112¾ July 12.	96 April 21.	108¾	109	− ½	**Illinois Central**	52,500,000	Mch. 15, '98.	2½	110	111¼	108¼	109	98⅝	19,843
60 June 1.	44½ April 15.	57½	58¼	+ 1	Illinois Steel Company	18,650,600	July, '98.	1½	57¼	60	57	58¼	35	7,221
10 June 11.	7¾ March 18.	9¼	9½	..	Iowa Central	8,480,600			9¼	9¾	9¼	9¼	7½	100
35¾ June 11.	25 April 25.	31	33	..	Iowa Central preferred	5,671,600	Apl., '98.	1	33	33	32½	32½	...	320
24¼ February 10.	15 April 16.	16	17⅛	+ 1⅜	**Kansas City, Pittsburg & Gulf**	23,000,000			15½	17¼	15½	17	...	2,915
5¾ June 11.	*2½ January 26.	4	5	..	Keokuk & Des Moines	2,600,000			4½	4¼	4¼	4¼	...	100
34½ March 1.	30 June 2.	29	31	..	Keokuk & Western	4,000,000	Apl. 1, '98.	1	30	30	30	30	...	100
53 June 3.	37½ March 25.	50	51	− ⅜	**Laclede Gas**	7,500,000	Feb. 15, '98.	1¼	51	51	49½	50½	27⅞	2,840
94½ January 14.	85 March 12.	91	92	+ ½	Laclede Gas preferred	2,500,000	June 15, '98.	2½	92	92	91½	91½	81	315
18¾ February 1.	12½ March 14.	13¾	14¾	− ½	Lake Erie & Western	11,840,000			14½	14¾	14½	14¾	13	220
76¾ February 8.	66 March 14.	68½	71	− 1½	Lake Erie & Western preferred	11,840,000	May 16, '98.	1¼	71	71	69½	69½	64	1,254
194¾ January 29.	170 January 4.	188	193	..	Lake Shore	49,466,500	Feb. 15, '98.	3	189	189	189	189	170	100
51 June 1.	40 January 20.	49	52	..	Long Island	12,000,000	Nov. 2, '96.	1	50	50	50	50	...	1,150
60½ January 31.	44 April 21.	52⅝	52⅞	− 1⅜	Louisville & Nashville	52,800,000	Aug., '93.	2	54½	54⅝	52½	52⅝	51⅞	25,140
120¾ January 14.	91 March 26.	105⅛	105¼	− ⅜	**Manhattan Consolidated**	30,000,000	July 1, '98.	1	105⅞	108	104⅞	105¼	89⅝	97,454
171½ January 14.	125¼ March 26.	152½	158	− 6⅞	Metropolitan Street Railway	30,000,000	July 15, '98.	1¼	150⅛	159½	152	153	...	21,493
114⅞ February 8.	99½ March 12.	104½	105½	− 2	Michigan Central	18,738,000	Feb. 1, '98.	2	107	107	105	105	99⅝	965
30⅝ February 15.	24 March 11.	28½	29½	..	Minneapolis & St. Louis	6,000,000			28⅛	28⅜	28⅛	28⅜	24½	300
91 June 27.	*80 April 11.	88	90½	..	Minneapolis & St. Louis first preferred	2,500,000	July 15, '98.	2½	88	88	88	88	82	134
76¼ June 29.	57 January 20.	72	74	..	Minnesota Iron	16,500,000	July 15, '98.	1½	73¼	74¼	73	73	57	2,321
14¾ January 26.	10 April 13.	11	11¾	+ ¼	Missouri, Kansas & Texas	52,450,000			11½	11½	11½	11½	12⅞	350
41 January 28.	28¾ March 12.	33½	34¾	− ⅜	Missouri, Kansas & Texas preferred	13,000,000			34⅞	36	34	34	31¾	4,360
36⅞ July 12.	22 March 12.	34⅞	35	− 1⅛	Missouri Pacific	47,507,000	July 1, '91.	1	35⅞	36⅞	34⅞	34⅞	20⅞	40,455
32½ February 7.	24¾ April 9.	25	27	..	Mobile & Ohio	5,320,600	Feb. 28, '98.	1	26⅞	26½	26	26	19	220
175 January 14.	*167½ January 4.	171	173	..	Morris & Essex	15,000,000	July, '98.	3½	172	172	172	172	166½	100
37⅞ January 7.	26¼ March 26.	33½	35	− 1¼	**National Lead Company**	14,905,400	Feb. 15, '98.	1	34⅞	35⅞	33¼	33¼	31	1,727
109½ February 10.	99 April [illegible]	107½	108	..	National Lead Company preferred	14,904,000	June 15, '98.	1¾	107⅝	107⅞	107½	107½	99½	413
21½ May 23.	12½ July 15.	13	13¾	..	National Linseed Oil	18,000,000	Sept. 16, '95.	1	16½	16½	12½	13	14½	8,120
30 January 27.	15 June 29.	16	30	..	National Starch second preferred	2,500,000	Jan., 1893.	6	16	16	16	16	18	100
98½ January 8.	86½ March 26.	88¼	89	− 1¼	New Jersey Central	22,497,000	May 2, '98.	1	90⅝	91	87¾	88¼	88	13,880
51 June 3.	14 April 5.	45	46½	+ ⅜	New York Air Brake	5,000,000	1896.	6	44	45⅞	44	45½	...	1,302
119¾ January 28.	105 March 26.	117	117⅞	− 2¼	New York Central	100,000,000	July 15, '98.	1	119¼	119½	117⅛	117⅛	102½	18,384
195½ February 2.	*182 March 26.	187	190	− ⅜	New York, New Haven & Hartford	47,657,500	June 30, '98.	2	189¼	189¼	189¼	189¼	173½	125
15⅝ January 31.	*11⅝ April 20.	12	15	+ ⅛	New York, Chicago & St. Louis	14,000,000			15	15	15	15	13½	300
76 January 31.	*65 May 10.	70	80	..	New York, Chicago & St. Louis 1st pf.	5,000,000	Mch 1, '98.	2	75	75	75	75	...	100
40¼ January 29.	28 March 25.	30	37	− 1⅛	New York, Chicago & St. Louis 2d pf.	11,000,000			37½	38	37⅛	37⅛	32½	300
17 February 7.	11¼ April 21.	14	15	..	Norfolk & Western	54,421,200			14	14	14	14	...	100
56¼ February 7.	42½ March 12.	51⅝	52¼	− 1	Norfolk & Western preferred	22,928,650	Feb. 23, '98.	1	52	52¼	50¼	51	29	2,074
7⅛ July 7.	4½ January 15.	6⅝	6⅞	− ½	North American	39,733,100			7	7⅛	6½	6½	4	5,381
31¼ June 6.	19 February 24.	28⅜	29	− 1⅛	Northern Pacific	79,800,000			29⅞	30	28⅜	28⅜	14¼	15,793
70⅞ July 11.	56⅞ March 12.	69⅝	69⅞	− 1⅛	Northern Pacific preferred	75,000,000	June 3, '98.	1	70⅝	70⅞	69¼	69½	40½	30,992
18⅝ February 2.	13⅜ April 25.	14⅝	15	− ⅜	**Ontario & Western**	58,113,982			14⅝	15	14⅛	14⅝	15⅝	1,982
74 June 11.	65½ March 29.	69	72	..	Oregon Railroad & Navigation preferred	10,998,500	July 1, '98.	2	71	71	71	71	54	146
33⅜ February 17.	19⅝ January 3.	...	...	..	Oregon Short Line	27,435,700			28	28½	28	28½	18⅝	220
32⅝ February 4.	21 April 21.	28½	28⅝	− ⅜	**Pacific Mail**	20,000,000	June 2, '98.	1	29¼	29⅜	28⅝	28⅝	31¼	2,850
35½ July 13.	34⅜ June 27.	34	36	− ½	Pacific Coast	6,809,600			35⅛	35½	34⅜	34⅜	...	1,600
91 June 28.	85 June 27.	86	91	..	Pacific Coast first preferred	1,515,500			86½	89⅜	86½	89⅜	...	75
*60½ June 27.	*57 July 7.	56	62	..	Pacific Coast second preferred	3,914,400			57	59¼	57	59¼	...	106
104⅛ May 31.	86½ March 26.	97⅝	98¼	− 2⅜	People's Gas, Chicago	25,000,000	May 25, '98.	1½	100⅛	100½	97⅝	97⅝	94½	30,305
2⅛ May 23.	⅝ January 7.	1⅜	1⅝	..	Peoria, Decatur & Evansville	8,400,000			1¼	1¼	1¼	1¼	2	25
120⅝ February 7.	110⅝ March 12.	116	116⅝	− ⅝	Pennsylvania Railroad	129,303,250	May 31, '98.	2½	117⅝	118	116⅝	116⅝	...	2,253
47½ May 2.	38⅞ January 5.	...	...	+ ¼	Pittsburg, Cin., Chi. & St. Louis	24,347,100			43½	43⅞	43½	43⅞	14¼	1,200
172½ July 13.	*168 February 25.	170	...	..	Pittsburg, Fort Wayne & Chicago	19,714,285	July 5, '98.	1¾	172½	172½	172½	172½	...	100
216 July 5.	165 March 12.	209	210	− 1⅞	Pullman Palace Car Company	36,000,000	May 16, '98.	2	210	211	209	209⅝	169½	3,977
23⅜ January 6.	15½ March 25.	16	16¼	− 2⅜	**Reading**	69,900,000			18¼	18¼	16	16⅛	23⅜	17,211
54⅛ February 3.	36 March 12.	38⅝	39	− 3⅜	Reading first preferred	28,000,000			42½	43⅜	38⅝	39	47⅜	37,487
29 January 6.	18⅞ March 26.	19½	20	− 2½	Reading second preferred	42,000,000			22½	22½	19½	19½	28	2,646
68 June 23.	50½ March 15.	65	68	..	Rio Grande Western preferred	6,500,000	May 1, '98.	⅝	67½	67¼	67¼	67¼	50½	10
63 June 11.	45 February 24.	58	60	+ 1	**St. Joseph & Grand Island** 1st preferred	5,491,000	July 15, '98.	2½	58	60	58	60	40	595
23¼ June 11.	13½ April 25.	20¼	21¼	..	St. Joseph & Grand Island 2d preferred	3,500,000			21¼	21¼	20¼	21	11⅝	800
8⅜ June 3.	6 March 26.	7⅜	7⅝	..	St. Louis & San Francisco	26,443,980			7⅝	7⅝	7½	7½	5⅝	209
65⅜ June 6.	52¼ March 12.	61¼	63	− ½	St. Louis & San Francisco first preferred	5,000,000	July 6, '98.	2	62	62	61	61¼	47⅜	1,015
32½ June 1.	22½ February 24.	28⅜	28⅝	− ⅜	St. Louis & San Francisco second preferred	14,335,700	July 6, '98.	1	29	29⅛	28⅛	28½	16⅝	3,382
5⅝ June 17.	3⅞ January 24.	5	5⅝	..	St. Louis Southwestern	16,500,000			5⅝	5⅝	5	5	3⅝	225
12⅝ June 7.	7⅝ March 12.	11	11½	..	St. Louis Southwestern preferred	20,000,000			11½	11⅝	11¼	11½	8⅝	1,000
*88 February 15.	78 April 2.	...	...	..	St. Paul & Duluth preferred	4,793,123	Mch. 1, '98.	2½	80	80	80	80	72½	200
156 July 12.	*121⅛ January 6.	153	156	+ 1	St. Paul, Minnesota & Manitoba	20,000,000	May 1, '98.	1½	155⅝	156	154¾	156	...	2,225
85¼ July 11.	65 March 12.	81⅝	82	− 1⅛	St. Paul & Omaha	21,403,293	Feb. 21, '98.	2	83	85¼	81	81⅜	65⅝	19,165
155 February 28.	*148 January 5.	150	160	..	St. Paul & Omaha preferred	12,646,833	Feb. 21, '98.	3½	155	155	155	155	...	6
22 January 22.	12 April 13.	19⅝	20¼	+ ¼	Southern Pacific	108,232,270			20	20¼	19½	20	16	2,610
9⅝ February 10.	7 April 21.	8⅛	8⅜	..	Southern Railway	119,900,000			8⅝	8½	8⅜	8½	9	1,340
33¼ February 11.	23⅝ March 26.	30¼	30½	− ⅜	Southern Railway preferred	57,290,400	Jan. 20, '98.	1	31	31⅜	30¼	30¼	29⅝	10,294
7 May 23.	3¼ January 3.	6	6¼	+ ¼	Standard Rope & Twine	12,000,000			6	6⅛	6	6	6	939
28¼ January 11.	17 March 12.	24¼	25	− 1⅜	**Tennessee Coal & Iron**	20,000,000	Jan., '87.	1	25¼	25⅝	24½	24⅝	23⅜	5,130
13¾ July 14.	8⅞ March 12.	12⅝	12¾	+ ½	Texas Pacific	38,706,700			12¼	13⅛	12⅜	12½	11	18,357
194½ February 17.	155 April 21.	174	176	− 5	Third Avenue	10,000,000	May 31, '98.	$2	176	176	174	174	...	466
25⅞ June 6.	16⅛ March 25.	23½	23⅝	− ⅜	**Union Pacific**	61,000,000			24¼	24⅝	23⅜	23½	...	8,175
63⅜ February 2.	45⅞ March 12.	60	60½	− 1	Union Pacific preferred	75,000,000			61	61⅝	59⅝	60	...	53,884
10¼ February 18.	5⅝ April 21.	6⅝	7	+ ⅜	Union Pacific, Denver & Gulf trust receipts	27,894,900			6¼	8	6¼	6⅝	...	27,605
*49 February 8.	38 April 14.	40	44	..	United States Express	10,000,000	May 16, '98.	1½	42	42	42	42	43	14
8⅞ May 24.	5¼ April 25.	7⅛	7½	..	United States Leather	61,509,900			7¼	7⅝	7¼	7¼	7½	1,385
69¼ May 25.	53⅞ March 26.	66½	66⅝	..	United States Leather preferred	60,909,900	July 1, '98.	1¼	66½	67⅜	66¼	66½	62½	16,204
29¼ July 15.	14⅞ March 12.	28½	29	+ 2	United States Rubber	20,166,600	Feb. 15, '97.	2	26⅝	29½	26¼	28½	10¼	34,627
92⅝ July 13.	60 March 12.	89¼	89⅝	− ¼	United States Rubber preferred	19,400,500	May 20, '98.	2	91	92⅝	89½	89½	53⅝	9,406
7⅞ January 12.	6¼ March 25.	7¼	7⅜	+ ⅜	**Wabash**	28,000,000			7¼	7⅜	7¼	7⅜	5⅜	690
20½ May 9.	14½ March 7.	18⅞	19½	− ½	Wabash preferred	24,000,000			19¼	19⅝	18⅞	18⅞	14⅝	1,635
123 June 24.	*112½ May 5.	118	123	..	Wells-Fargo Express	8,000,000	July 15, '98.	3	120	120	120	120	105	5
102⅝ January 8.	87½ April 25.	91	93	− 1⅜	West Chicago Street	13,189,000	May 16, '98.	1½	93⅝	98¼	92	92	...	3,310
95 June 24.	82½ March 26.	92	92½	− 1	Western Union Telegraph	97,370,000	July 15, '98.	1¼	93⅝	93⅝	91⅜	92¼	84⅜	10,970
3⅜ January 11.	1 July 15.	1	1⅛	− ¼	Wheeling & Lake Erie, $1 assessment paid	10,894,800			1⅜	1⅜	1	1⅛	...	4,448
16 January 12.	8 July 9.	8	9	..	Wheeling & Lake Erie pf., $1 ass't paid	3,316,000	May 15, '94.	2	9	9⅜	8	9	...	1,129
3⅞ January 17.	1⅜ March 22.	2¼	2⅜	..	Wisconsin Central	12,000,000			2½	2½	2½	2½	...	210
8 January 17.	5 February 5.	3	6	..	Wisconsin Central preferred	8,000,000			6	6	6	6	...	100
					SILVER.									
59 July 12.	56 May 5.	...	...	..	Bullion Certificates	....			59	59	59	59		2,000

Note—The highest and lowest prices in this table, unless otherwise designated, are based on sales of 100-share lots. *Sales of less than 100 shares.

Bond Transactions New York Stock Exchange Week Ending July 16, 1898.

BONDS.

Sales Week Ending July 16.$23,902,000

BONDS.	Week Ending July 16, 1898. First	High.	Low.	Last.	Sales.
Adams Express 4s	99½	99½	99	99	11½
American Cotton Oil 8s	106½	107	106½	107	13
American Spirits Manufacturing 6s	84	84	84	84	5
American Tobacco scrip	95	95	94	94	102
Ann Arbor 1st 4s	84½	85	84½	85	20
Atchison, Colorado & Pacific 1st 6s, tr. r.	70	70	70	70	7
Atchison, Topeka & Santa Fé gen. 4s	94¼	94⅜	93⅞	94⅛	1,245½
Atchison, T. & S. F. adjustment 4s	69⅝	71¼	69⅝	70⅛	4,704
Atlantic & Danville 1st 5s	98	98	98	98	5
Austin & Northwest 1st 5s	82¼	82¼	81¾	81¾	19
B. & O. 1st 6s, Parkersburg Branch	110¼	110⅜	110	110⅛	81
Baltimore Belt 1st 5s	99¾	99¾	99¾	99¾	1
Baltimore & Ohio 5s, 1885-1925, eng. certfs.	108	108½	108	108¼	48
Baltimore & Ohio 5s, 1988, certfs.	112½	112¾	112½	112¾	139
Baltimore & Ohio 5s, 1988	112¼	112¾	112¼	112¾	23
Baltimore & Ohio 5s, 1988, registered	112	112	112	112	9
Brooklyn Elevated 1st 6s, trust receipts	92½	92⅞	92	92	29
Brooklyn Rapid Transit 5s	104	104	102½	103½	83
Brooklyn Wharf & Warehouse 5s	114⅞	114⅞	114½	114⅞	5
Buffalo, Rochester & Pittsburg 5s	105½	105½	105½	105½	2
Burlington, Cedar Rapids & Northern 1st 5s	106¼	106¼	106¼	106¼	2
Canada Southern 1st 5s	108½	109	108½	108½	36
Canada Southern 2d 5s	110	110	109½	109½	9
Central of Georgia consol. 5s	89	89	88½	88½	72
Central of New Jersey general 5s	112	112⅛	112	112⅛	3
Central of New Jersey gen. 5s, registered	110	110	110	110	2
Central Pacific extended 5s, certificates	102	102	102	102	1
Chesapeake & Ohio 6s, 1911	119¾	119¾	119¾	119¾	9
Chesapeake & Ohio 4½s	83¾	84½	83⅝	84⅛	462
Chesapeake & Ohio consolidated 5s	114½	115	114½	114⅞	25
Chicago, Burlington & Northern 5s	110	110	110	110	1
Chi., Bur. & Quincy sinking fund 5s	104⅛	104⅛	104⅛	104⅛	12
Chicago, Burlington & Quincy conv. 5s	112¼	112⅜	112¼	112¼	82
Chicago, Burlington & Quincy, Neb. ext. 4s	99¾	99⅝	99½	99½	6
Chicago, Burlington & Quincy consol. 7s	115	115¼	115	115	84
Chicago & Eastern Illinois general 5s	106½	108	106½	108	2
Chicago & Eastern Illinois 1st 6s	114½	114½	114½	114½	2
Chicago Gas Light & Coke 1st 5s	105¾	105¾	105¾	105¾	2
Chicago & Indiana Coal 1st 5s	102½	102½	102½	102½	5
Chicago, Ind. & Louis. ref. 6s	103	103	103	103	2
Chicago Terminal Transfer 4s	85¾	86½	85¾	85¾	84
Chicago & Western Indiana gen. 6s	118¾	118¾	118¾	118¾	1
Cincinnati, Dayton & Ironton 1st 5s	110	110	110	110	3
C., C., C. & St. L., St. Louis Div. 4s	95¾	95¾	95½	95½	7
Colorado Coal & Iron 6s	100½	100½	100½	100½	1
Col., Hocking Valley & Tol. 5s, $65 paid	79	79⅛	79	79	18
Columbus & Ninth Avenue 1st 5s	120¼	120¼	120¼	120¼	5
Consumers' Gas, Chicago, 1st 5s	104	104	104	104	6
Denver & Rio Grande Imp. 5s	92	92	92	92	1
Denver & Rio Grande 1st 7s	108	108	108	108	9
Denver & Rio Grande 4s	93¼	94	93¼	94	116
Detroit City Gas 5s	92½	92⅝	92⅜	92⅝	89
Detroit Gas Company 5s	95	95	95	95	5
East Tenn., Va. & Ga. con. 5s	110	110	110	110	3
East Tennessee reorganization lien 4-5s	97½	98	97½	98	15
East Tenn., Va. & Ga. 1st 7s	105½	105½	105½	105½	15
Edison Electric Ill. of N. Y. consol. 5s	115½	116½	115½	116½	18
Elizabeth, Lexington & Big Sandy 5s	102½	103	102	103	15
Equitable Gas & Fuel, Chicago, 1st 6s	102¼	102½	102	102½	9
Erie prior lien 4s	91½	92	91½	91½	85
Erie general lien 3-4s	74	74	73¼	73¼	69
Flint & Pere Marquette 5s	94	94	93	93	7
Flint & Pere Marquette 6s	114	115	114	115	7
Flint & P. M., Port Huron Division 5s	91	91	91	91	5
Fort Worth & Denver City 1st 4-6s	75	75⅝	75	75	153
Gal., Har. & San An., Mex. & Pac. 5s	94¾	95¼	94¾	95¼	29
Green Bay & Western debenture, B	5½	5¾	5½	5¾	35
Houston & Texas Central gen. 4s	82½	82½	82½	82½	1
Houston, East. & West. Texas 5s	91	91¼	90⅝	91	24
Illinois Central 4s, 1953	101½	101½	101½	101½	1
Illinois Central, Louisville Division 3½s	94½	94½	92⅝	92⅝	13
International & Great Northern 2d 5s	87	87	87	87	1
International & Great Northern 3d 4s	58	58	58	58	10
Iowa Central 1st 5s	101	102	101	102	12
Kansas City, Pitts. & Gulf 1st 5s	72½	74	72¼	73	178
Kansas City & Pacific 1st 4s	74	74	72½	72½	11
Kansas & Texas 1st 4s	89¾	90¼	89¾	90¼	56
Kansas & Texas 2d g. 4s	64	67	64	65½	1,065½
Kansas & Texas of Texas 5s	83	83¼	83	83¼	47
Keokuk & Des Moines 1st 5s	107	107	107	107	1
Kings County Elevated 1st 5s	57	57	55¼	55¼	4
Knoxville & Ohio 1st 6s	116	116	116	116	2
Laclede Gas Light of St. Louis 1st 5s	105	105	104⅞	105	19
Lake Shore 3½s	104½	104½	104½	104½	17
Long Island consolidated 5s	118	118	118	118	10
Louis. & Nash., So. & Nor. Ala. 5s	100¾	100¾	100¾	100¾	8
Louisville & Nashville unified gold 4s	88⅛	88¼	87⅞	87⅞	95
Louisville & Nashville 5s	104	104	104	104	3
Manhattan consolidated 4s	95⅝	95¾	95¼	95¼	12
Metropolitan Elevated 1st 6s	116¼	116¼	116¼	116¼	5
Metropolitan Elevated 2d 6s	102⅝	103¼	102⅝	103¼	4
Metropolitan Street Railway 5s	114	114⅞	114	114⅞	55
Mexican International consol. 4s	75¾	76⅜	75¾	76¼	68
Minneapolis & St. Louis consolidated 5s	107	107	107	107	3
Missouri, Kansas & Eastern 1st 5s	99½	99½	99½	99½	8
Missouri Pacific 3d 7s	112	112	112	112	5
Missouri Pacific 1st collateral 5s	72½	76½	72½	76½	113
Missouri Pacific consol. 6s	103½	103¾	103	103¼	319
Missouri Pacific trust 5s	78	80	78	80	151
Mobile & Ohio general 4s	78	78	77⅞	78	12½
Mobile & Ohio new 6s	120	120	120	120	5
Nash., Chat. & St. Louis consol. 5s	102½	102½	102½	102½	1
National Starch Manufacturing 6s	108	108	108	108	10
New York Central, Mich. Cent. collat. 3½s	94	94	93¼	93½	158
New York Central, Lake Shore collat. 3½s	95	95	94⅞	95	95
New York Central 1st 7s, coupon	116	116	115½	115½	23
New York Central debenture 5s, reg.	110⅝	110⅝	110⅝	110⅝	5
New York, Chicago & St. Louis 1st 4s	105¼	105¼	105	105	9
New York, Ontario & Western consol. 5s	106⅛	106⅛	106⅛	106⅛	4
New York, Ontario & Western refdg. 4s	99	100	99	99¾	81
New York, Susquehanna & Western gen. 5s	93	93	92	92	26
New York, Susquehanna & Western 2d 4½s	92	92	92	92	15
Norfolk & Western gen 6s	121¾	121¾	121¾	121¾	1
Norfolk & Western con. 4s	81½	82¼	81¼	81½	153¼
Northern Pacific general lien 3s	63¼	64	63	63½	570
Northern Pacific prior lien 4s	98	98⅜	97⅜	98¼	179
Northern Pacific 1st 6s	112½	112½	112½	112½	2
Northern Railway of California 5s	102⅝	102½	102⅝	102½	25
Northwestern general 3½s	102	102	102	102	10
Northwestern sinking fund 6s	118	118	116⅛	116⅛	5
Northwestern sinking fund 6s, registered	115	115	115	115	5
Northwestern sinking fund 5s	108	108	108	108	10
Northwestern sinking fund 5s, registered	107½	107½	107½	107½	1
Ohio & Mississippi 2d 7s	121¾	122½	121¾	122½	11
Ohio & Mississippi 1st 7s, Springfield Div.	104½	105½	104½	105½	10
Omaha & St. Louis 1st 4s	78½	78½	78½	78½	1
Oregon Railroad & Navigation 4s	96⅝	96⅝	96⅛	96½	15
Oregon Short Line consolidated 5s	104½	104½	104	104½	39½
Oregon Short Line Income A	74¾	75¼	74	75¼	61
Oregon Short Line Income B	53	54	53	53	155
Oregon Short Line 6s	127	127	127	127	2
Pacific Coast 1st 5s	103¼	104	103¼	103¾	61
Pennsylvania 4½s, coupon	118	118	118	118	1
People's Gas & Coke, Chicago, 1st cons. 6s	115	115	115	115	2
Peo., Dec. & Ev. 1st, trust receipts	100	100	99	99	5
Peoria & Eastern 1st 4s	78	78½	78	78½	17
Peoria & Eastern income	18¼	18¾	18¼	18¾	5
Pittsburg & Connellsville 4s	106	106	106	106	10
Pittsburg & Western 4s	88½	94	88½	93	510
Reading general 4s	83	83⅝	81⅝	81½	371
Rio Grande Western 1st 4s	89	89¾	89	89¾	52
Rock Island general 4s	103⅜	103¾	103⅛	103⅜	103
Rochester & Pittsburg consolidated 6s	122	122	122	122	5
Rome, Watertown & Ogdensburg consol. 5s	123	123	123	123	4
St. Joseph & Grand Island 1st 2-3-4s	78½	79	78	78	17
St. Louis & Iron Mountain 2d ext. 5s	106½	106½	106½	106½	12
St. Louis & Iron Mountain gen. 5s	96¾	99	96⅝	98	331
St. Louis & San Francisco gen 6s	118	118	117½	117½	12
St. Louis & San Fran., Southwest. Div. 5s	95	95	95	95	85
St. Louis & San Fran. 2d 6s, Class B	113½	113½	113½	113½	2
St. Louis & San Francisco gen 5s	104	104½	104	104½	31
St. Louis & San Francisco 4s	78	78¾	78	78¾	57
St. Louis & San Francisco trust 5s	100	100	100	100	4
St. Louis Southwestern 1st 4s	76⅜	78	76½	78	84
St. Louis Southwestern 2d income 4s	30	32	29⅞	31½	371½
St. Paul 1st, Southern Minn. Div. 6s	117¾	117¾	117¾	117¾	1
St. Paul 1st, Chi., Pac. & Western 5s	115½	115½	115½	115½	6
St. Paul general 4s, Series A	104⅝	104⅝	104⅝	104⅝	10
St. P., M. & M., Montana ext. 4s	100	100	99¾	100	58
St. P., M. & M. consol. 6s, reduced to 4½s	107½	107½	107½	107½	2
St. Paul & Northern Pacific registered 6s	127	127	127	127	5
San Antonio & Aransas Pass 4s	65	67	65	66½	634

BONDS.	Week ending July 16 1898. First.	High.	Low.	Last.	Sales.
South Carolina & Georgia 1st 5s	94	94	94	94	18
Southern Pacific of California consol. 5s	98½	100¼	98½	100¼	65
Southern Pacific of New Mexico 1st 6s	108	108½	108	108½	20
Southern Pacific of Arizona 1st 5s	106	106½	106	106½	45
Southern Railway 5s	94	94⅜	93¾	94	221
Standard Rope & Twine 6s	70	72	70	70	22
Standard Rope & Twine income	15	17	15	16	596
Term. R. R. Ass'n of St. L. con. 5s	109	109	109	109	3
Tennessee Coal & Iron 1st 6s, Birm. Div.	85	85	85	85	10
Texas & New Orleans consol 5s	96¾	97	96¾	97	30
Texas & Pacific 1st 5s	106	106	105	105¼	36
Texas & Pacific 2d inc. 5s	40¾	44½	40¾	43¼	2,781
Toledo & Ohio Central 5s	104	104	104	104	5
Toledo, St. Louis & Kansas City 1st 6s, tr. r.	87	87	87	87	2
Ulster & Delaware 1st 5s	100	100	100	100	7
Union Elevated, Brooklyn, 1st 6s, tr. r.	92¼	92¼	91	91¾	134
Union Pacific new 4s	96⅞	97	96⅝	96⅞	1,011
Union Pacific collateral tr. 4½s, tr. receipts.	49¼	57½	49¼	55⅝	217
Union Pacific, Den. & Gulf 1st 5s, t. r.	65½	70½	65½	69⅛	3,416
United States Leather 6s	114½	114½	114½	114½	1
Virginia Midland gen. 5s	107½	107¾	107½	107¾	9
Wabash 1st 5s	110	110¼	109¾	110¼	23
Wabash 2d 5s	87	87	86½	86¾	17
West Shore guaranteed 4s	108¼	108½	108¼	108½	40
West Shore guaranteed 4s, registered	107½	107½	107½	107½	2
Western New York & Penn. 1st 5s	108	108½	108	108½	2
Western New York & Penn. gen. 3-4s	54¼	54¼	54¼	54¼	4
Western Union collateral trust 5s	110	110	110	110	6
Wisconsin Central 1st 5s, trust receipts	42½	46½	42½	45⅛	882
Wisconsin Central income	4	6	4	6	55
Total sales					$23,877,000

STATE BONDS.

Bond Transactions New York Stock Exchange Week Ending July 16, 1898.

Tennessee settlement 3s	91½	91½	91½	91½	25
Total sales					$25,000
Grand total					$23,902,000

GOVERNMENT BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
United States 2s, registered	98½	Mch. 22	98	Apr. 4	98	Apr. 4
United States 4s, 1907, registered	113⅝	Feb. 4	106	Apr. 27	110½	July 9
United States 4s, 1907, coupon	114¾	Feb. 8	107	Apr. 26	111¼	July 9
United States 4s, 1925, registered	120½	Jan. 11	116¾	Apr. 19	124½	June 17
United States 4s, 1925, coupon	129¾	Jan. 12	117⅝	Apr. 19	125¼	July 9
United States 5s, 1904, registered	115	Jan. 12	109¾	May 2	110¼	May 6
United States 5s, 1904, coupon	115	Jan. 14	109¾	May 2	112⅝	July 6
United States currency 6s, 1899	104	Jan. 22	102⅞	Apr. 26	102⅞	Apr. 28
District of Columbia 3-65s	116	July 7	115	Mch. 28	116	July 7

STATE BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
Alabama, Class A	109	May 14	108½	Mch. 8	109	May 14
Alabama, Class C	100	Feb. 28	100	Feb. 28	100	Feb. 28
Louisiana consolidated 4s	103	Jan. 17	100	May 14	102	July 5
Louisiana consolidated 4s, small	100½	Mch. 14	98	Mch. 3	100½	Mch. 14
North Carolina 6s, 1919	128	Feb. 23	128	Feb. 23	128	Feb. 23
North Carolina consolidated 4s	101	Jan. 6	101	Jan. 6	101	Jan. 6
Tennessee settlement 3s	92½	June 23	87	May 10	91½	July 16
Tennessee settlement 3s, small	88	Jan. 5	87	May 25	88	June 16
Virginia funded debt 2-3s, 1991	71¾	June 21	65	Apr. 22	71	July 7
Virginia deferred 6s, trust receipts	7	June 8	4½	Feb. 15	5	June 9

Last sales in 1897 of State bonds in which there have been no dealings in 1898:

	Sales.	Date.		Sales.	Date.
Alabama, Class A, (small)	107¾	Oct. 9	North Car. con. 4s, (small)	100	Oct. 4
Alabama, Class B	104¾	July 26	Virginia deferred 6s	5	Apr. 1

BANK STOCKS.

Transactions on New York Stock Exchange from Jan. 1, 1898.

	Highest.		Lowest.		Last Sale.	
America	356	Mar. 9	350	Jan. 25	350	May 5
American Exchange	175	Mar. 11	167	June 13	167	June 13
Central National	165	June 9	165	June 9	165	June 9
City	1100	June 10	1100	June 10	1100	June 10
Columbia	150	Apr. 4	150	Apr. 4	150	Apr. 4
Chatham	295	Mar. 2	290	May 12	290	May 12
Commerce	210	Mar. 1	200	May 9	200	May 9
Continental	130	Jan. 4	125	May 18	125	May 18
Corn Exchange	290	Feb. 4	290	Feb. 4	290	Feb. 4
Market & Fulton	233	Mar. 4	230	Feb. 16	233	Mar. 4
Mechanics'	185	Feb. 11	175	May 18	175¼	June 2
Mechanics & Traders'	120	July 9	120	July 9	120	July 9
Merchants'	148½	Jan. 4	146	Mar. 8	146½	June 20
New York	235	Apr. 14	235	Apr. 14	235	Apr. 14
Ninth	92½	Feb. 9	90	Mar. 9	90	June 15
North America	135¼	Feb. 15	135	June 4	135	June 9
Park	312	Mar. 23	263	Jan. 28	302	July 13
Republic	157	Mar. 31	155¾	July 6	155¾	July 6
Shoe & Leather	100	Jan. 13	99½	Jan. 20	99½	Jan. 20
State of New York	102	June 18	102	June 18	102	June 18
Tradesmen's	110	Feb. 15	105	Jan. 21	110	Feb. 15
West Side	275	Jan. 10	275	Jan. 10	275	Jan. 10
Western National	155	Jan. 28	145	Mar. 30	150	Apr. 22

Last sales on the New York Stock Exchange in 1897 of bank stocks not yet dealt in there this year:

		Date.			Date.
Broadway	242	Nov. 19	Importers & Traders'	535	March 23
Butchers & Drovers'	98	Nov. 27	Manhattan	230	Nov. 13
Chemical	4300	Feb. 2	Metropolis	475	April 21
Citizens'	132	Nov. 19	New York County	800	March 23
East River	140	Nov. 26	Phenix	100	Dec. 24
Fourth National	195	Nov. 30	Seaboard	170	July 19
Gallatin	310	Aug. 19	Third National	85	March 14

ON THE LONDON EXCHANGE.

LONDON, July 17.—Stocks remain inactive the surrender of Santiago to the Americans not having had the expected influence.

Except for investment buying of Illinois Central, New York Central, and Pennsylvania and speculative purchases of Atchison, Topeka and Santa Fé securities, on the understanding that the full interest would be paid hereafter, American stocks were dull. Atchison, Topeka and Santa Fé preferred, Illinois Central, and New York Central fell half a point each; Chicago, Milwaukee and St. Paul three-eighths, and several others a quarter.

Spanish securities were benefited, going over 38 on Paris buying, but fears of a revolution caused a reaction.

Lombard Street is flooded with floating capital, though last week's gold withdrawals induced caution. Discount rates were raised to 1 3-16. Call loans were as low as ¼ and short fixtures as low as ½ per cent.

THE MANCHESTER MARKET.

MANCHESTER, July 17.—The deadlock was broken last week by the manufacturers who were in want of orders accepting low bids from India and China for considerable lines, hoping that the fall in raw material would insure protection from loss. Eastern goods generally, and especially wide makes, were well sold ahead. The Levant and South American were fair buyers also, but the home trade was lagging.

Yarns were slightly easier. There were fair sales of bundles for India and China. The home trade pursues a hand-to-mouth policy in covering yarns. French spinners report dull trade at last week's decline. Mulhouse reports say cloths are dull and unchanged, and yarns much offered, with a tendency to lower prices.

Gladbach is working up old orders, very little new business offering, pending further crop developments.

SALES OF MINING STOCKS.

The following sales of mining stocks were made during the past week:

ON THE STOCK EXCHANGE.

	First.	High.	Low.	Last.	Sales.
King. & Pem.	.16	.20	.16	.20	2,700
Phenix	.12	.14	.12	.14	2,400
Total sales					5,100

ON THE CONSOLIDATED EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Anaconda	.43	.43	.43	.43	1,000
Best & Belcher	.15	.15	.15	.15	100
Brunswick	.11	.12	.11	.11	1,300
Chollar	.20	.20	.20	.20	100
Crown Point	.04	.04	.04	.04	1,000
Horn Silver	1.25	1.25	1.25	1.25	100
Mexican	.10	.13	.10	.13	400
Mt. Rosa	.10	.13	.10	.13	900
Ophir	.15	.15	.15	.15	500
Pharmacist	.05	.05	.05	.05	1,300
Portland	1.18	1.18	1.18	1.18	100
Sierra Nevada	.50	.50	.50	.50	500
Small Hopes	1.05	1.05	1.05	1.05	600
Total sales					7,900

ON THE MINING EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Am. F'g.	.06	.06	.06	.06	600
Cop. R'k.	.002½	.003⅛	.002	.003	71,000
Gold M.	.002	.002	.002	.002	12,000
Justine	.03	.03	.02¼	.02¼	11,000
Lagonda	.24	.25	.12	.12	2,000
Old Gold	.002½	.002¾	.002½	.002¾	10,000
Rocky Mt.	.06	.07⅜	.06	.07⅜	3,100
Sentinel	.006½	.01¼	.006½	.01¼	305,000
Waldorf	.05	.05	.05	.05	1,000
Work	.03¼	.03¾	.03¼	.03¾	1,700
Total sales					418,000

Complete Bond Quotation List, New York Stock Exchange, Week Ending July 16, 1898.

	Range for Year 1898.				Last Sale.		Bid.	Ask'd.
	Highest.		Lowest.					
Alabama Midland 1st gtd. g., 1928	91	Jan 20	91	Jan 20	91	Jan 20	..	..
Ann Arbor 1st g. 4s, 1995	85½	Feb 14	81	Apr 25	85	July 13	..	..
Atch., Top. & S. F. gen. g. 4s, 1995	94½	Jul 12	85	Apr 26	94½	July 16	94⅝	94½
Do., registered	89½	Mar 22	89½	Mar 22	89½	Mar 22	..	..
Do., adjustment g. 4s, 1995	71½	Jul 12	54½	Mar 12	70½	July 16	70	70½
Atlantic & Pacific income	½	Jan 7	½	Jan 7	½	Jan 7	..	..
Atl. Av. of Brooklyn imp. g. 5s, 1934	..	....	..	....	82½	Feb., 96	..	..
Atlantic & Danville 1st g. 5s, 1950	99½	Jan 24	95	Jan 5	96	July 15	96	99
Balt. & Ohio 1st 6s, Park'b. Br., 1919	118½	Feb 11	100	Apr 6	110½	July 16	110½	111
Do., gold 5s, 1885-1925	114½	Jul 6	80	Jan 12	114½	July 6	112½	114
Do., registered	108½	Jun 17	108½	Jun 17	108½	June 17	109½	109¾
Do., eng. certs. of deposit	110½	Jun 27	90	Jan 25	108¾	July 14	108½	109¼
Do., do., registered	113¾	Jun 27	95	Feb 4	108	July 1	..	..
Do., con. g. 5s, 1988	113¾	Jun 27	97	Apr 6	112¾	July 15	112½	113
Do., registered	112	Jul 13	103	May 24	112	July 13	..	..
Do., J. P. M. Co. certs	113½	Jul 1	97	Apr 6	112¾	July 15	112½	113
Baltimore Belt 1st g. 5s, int. gtd., 1990	100	Jun 24	84	Jan 11	99¾	July 12	..	99½
West Va. & Pitts. 1st g. 5s, 1990	..	....	..	....	105½	Oct., 95	..	..
Mononga. River 1st gtd. g. 5s, 1919	..	....	..	....	104¼	July, 92	..	..
Cent. Ohio reorg. 1st con. g. 4½s, 1930	100	July 7	99	Jan 27	100	July 7	101	..
Ak. & Chi. Junc. 1st gtd. int. g. 5s, 1930	..	....	..	....	102½	Nov., 96	..	..
Do., coupon off	..	....	..	....	90	No 1, 97	98½	..
Pitts. & Connellsv. 1st g. 4s, 1946	106	Jun 24	105½	Jun 24	106	July 15	..	..
B. & O. S.W. RR. 1st gtd. g. 4½s, 1990	103	Jun 13	98½	Jan 17	102½	July 7	..	..
Do., 1st consolidated g. 4½s, 1993	..	....	..	....	60	Jun 9, 97	..	..
Do., 1st inc. g. 5s, Series A, 2043	27½	Jun 8	27	Jun 6	27½	June 8	..	..
Do., do., Series B, 2043	9½	Feb 3	8	May 28	9	June 6	..	..
Ohio & Mississippi 2d con. 7s, 1911	122½	Jul 12	120	Jul 6	122½	July 12	..	..
Do., 1st Springfield Div. 7s, 1905	107⅝	Feb 10	102½	May 2	105½	July 13	..	..
Do., 1st gen. 5s, 1932	..	....	..	....	108	April, 92	..	..
Do., 1st consol. 4s, 1947	..	....	..	....	..	....	103½	105
Brooklyn City 1st consol. 5s, 1941	113	May 27	112	July 1	112	July 1	..	..
Brooklyn El. Tr. Co. ctfs., 1st g. 6s, 1924	93	Jul 5	79	Apr 8	92	July 16	92	..
Do., Tr. Co. ctfs., 2d g. 5s, 1915	..	....	..	....	43	Jun 19, 97	..	..
Do., do., 3d installment paid	68	May 24	68	May 24	68	May 24	..	..
Do., all installments paid	86	Jun 27	86	Jun 27	86	June 27	..	..
Sea & B.B. Tr. Co. cts., 1st gtd. g. 5s, 1942	..	....	..	....	70½	De 14, 97	..	..
Union El. Tr. Co. cts., 1st gtd. g. 6s, 1937	92½	Jul 1	80	Apr 14	91¾	July 16	91½	..
Brooklyn Rapid Transit g. 5s, 1945	104	Jul 5	91	Apr 2	103½	July 15	103	103½
Brunswick & Western 1st g. 4s, 1938	..	....	..	....	74	Sept., 96	..	..
Buff., Roch. & Pitts. gen. g. 5s, 1937	106	Feb 25	104⅛	Jan 18	105½	July 15	..	..
Roch. & Pitts. 1st g. 6s, 1921	127	Jan 26	127	Jan 26	127	Mar 2	..	..
Do., con. 1st g. 6s, 1922	123	Feb 2	122	Jul 16	122	July 16	..	..
Clearfield & Mah. 1st gtd. g. 5s, 1943	..	....	..	....	103	Ap 14, 97	..	..
Buffalo & Susquehanna 1st g. 5s, 1913	..	....	..	....	100	Feb., 96	..	..
Bur., Cedar Rap. & Nor. 1st 5s, 1906	109	Feb 4	104¾	Jun 17	106¼	July 13	..	..
Do., con. 1st and col. tr. g. 5s, 1934	109	Jan 17	100	Apr 23	105½	June 23	105½	..
Minn. & St. L. 1st gtd. g. 7s, 1927	..	....	..	....	140	Fe 14, 97	..	..
C.R., Iowa Falls & N.W. 1st g. 6s, 1920	..	....	..	....	108	De 10, 97	..	..
Do., do., 1st g. 5s, 1921	105	Jan 4	105	Jan 4	105	Jan 4	..	..
Canada South. 1st, int. gtd. 5s, 1908	111⅛	Jun 28	107¾	Apr 27	108½	July 14	..	..
Do., 2d 5s, 1913	111	Feb 17	105	Apr 16	109½	July 14	109½	110½
Do., do., registered	..	....	..	....	106	Jan 30, 97	..	..
Cent. RR. & Bkg. Co. of Ga. col. g. 5s, 1937	93½	Feb 16	87	Apr 21	92½	June 30	..	..
Cent. of Ga. RR. 1st g. 5s, 1945	119½	Jan 18	114	Mar 25	114½	June 3	..	..
Do., con. g. 5s, 1945	92¼	Jan 22	84¾	Apr 29	88½	July 16	88	88½
Do., 1st pf. inc. g. 5s, 1945	44½	Jan 6	36	Mar 25	39	July 8	..	..
Do., 2d pf. inc. g. 5s, 1945	15½	Jan 6	11	Apr 11	13	July 8	..	..
Do., 3d pf. inc. g. 5s, 1945	8½	Jan 21	5	May 26	5	May 26	..	..
Do., Macon & Nor. Div. 1st g. 5s, 1946	92	Jan 6	92	Jan 6	92	Jan 6	82	90
Do., Mobile Div. 1st g. 5s, 1946	99	Jul 6	95⅝	Jan 19	99	July 6	95	..
Cent. of New Jersey 1st con. 7s, 1899	104¾	Feb 2	104⅝	Jan 4	104¾	June 22	102¾	..
Do., 1st conv. 7s, 1902	..	....	..	....	113½	Dec 3, 97	..	..
Do., conv. deb. 6s, 1908	110½	Feb 15	110½	Feb 15	110½	Feb 15	..	..
Do., gen. g. 5s, 1987	115	Jun 30	109½	Apr 27	112⅛	July 12	111	112½
Do., do., registered	114¾	Feb 14	108¾	Apr 26	110	July 15	109½	..
Lehigh & Wilkes Coal con. ass. 7s, 1900	103½	Feb 18	99½	May 25	101	July 9	..	..
Do., 5s, 1912	93	Feb 18	90	Jan 5	90	June 28	..	..
Am. Dock & Imp. Co. 5s, 1921	116	Mar 4	110	Apr 26	115	June 23	..	..
N. J. Southern int. gtd. 6s, 1899	..	....	..	....	104	No 13, 97	..	..
Cent. Pac. g 6s, 1898, Speyer certs	103	Jan 18	103	Jan 18	103	Jan 18	..	..
Do., ext. g. 5s, Series A,B,C,D, 1898	103⅛	Feb 23	103	Feb 18	103	Feb 24	..	..
Do., ext. g. 5s, Series E, 1898	102	Feb 21	102	Feb 21	102	Feb 21	..	..
Do., Speyer & Co. ctfs. dep. E, 1900	102	Jul 14	101¾	May 5	102	July 14	..	..
Do., San Joaquin Br. g. 6s, 1900	105	Feb 23	102½	Jun 17	102½	June 17	..	..
Do., gtd. g. 5s, 1939	..	....	..	....	84½	Sept., 96	..	..
Do., land grant g. 5s, 1900	100½	Feb 23	100	Feb 23	102	Mar 19	..	..
Do., C. & O. Div. ext. g. 5s, 1918	101	Jan 18	101	Jan 18	101	Jan 18	..	..
Western Pacific g. 6s, 1899	104	Jun 29	101	Mar 17	104	June 29	101	..
North. Ry of Cal. 1st gtd. g. 6s, 1907	..	....	..	....	98	Aug 6, 97	..	..
Do., gtd. g. 5s, 1938	102½	Feb 3	100	Jan 6	102½	July 15	101	..
Cent. Wash. Tr. Co. ctfs., 1st g. 6s, 1938	40	Feb 2	40	Feb 2	40	Feb 2	..	..
Ches. & Ohio pur. mon. fund. 6s, 1898	101⅛	Jan 7	101⅛	Jan 7	101⅛	Jan 7	..	..
Do., g. 6s, Series A, 1908	120½	Feb 14	118½	Jun 22	118	June 22	..	..
Do., g. 6s, 1911	120¼	Jan 21	115½	Apr 20	119¾	July 16	..	..
Do., 1st con. g. 5s, 1939	117	Feb 11	111	May 2	114⅞	July 16	114½	115
Do., do., registered	114½	Jan 31	113	Jan 3	114	Feb 7	..	..
Do., gen. g. 4½s, 1992	85	Jun 8	73½	Mar 26	84⅛	July 16	84	84½
Do., R. & A. Div. 1st con. g. 4s, 1989	105½	Jun 30	99	Apr 25	102	July 6	102½	104½
Do., do., 2d con. g. 4s, 1989	94	Jan 12	92	Mar 14	94	July 5	92½	..
Do., Craig Valley 1st g. 5s, 1940	99½	Feb 7	95	May 24	95⅛	May 27	..	..
Eliz., Lex. & Big Sandy gtd. g. 5s, 1902	104	Jan 13	97½	Apr 11	103	July 12	103	..
Chi. & Alton sink. fd. g. 6s, 1903	113½	Apr 21	112½	Feb 7	113⅛	Apr 21	..	..
Louisiana & Mo. River 1st 7s, 1900	111	Jan 7	107	Mar 23	108	June 15	..	..
Do., 2d 7s, 1900	..	....	..	....	107½	No 18, 97	..	..
St. L., Jacksonv. & C. 2d gtd. 7s, 1898	..	....	..	....	104¾	Mr 25, 97	..	..
Miss. Riv. Bdge. 1st sk. fd. g. 6s, 1912	..	....	..	....	105½	Oct., 95	..	..
Chi., Bur. & Northern 1st 5s, 1926	110¼	Jan 5	105	Mar 25	110	July 11	..	..
Chi., Bur. & Quincy con. 7s, 1903	118	Jun 29	113½	Apr 20	115	July 14	115	116
Do., sinking fund 5s, 1901	107	Feb 24	104½	Jul 11	104⅛	July 11	..	..
Do., debenture 5s, 1913	109	Feb 7	104⅞	May 16	107½	July 7	..	..
Do., convertible 5s, 1903	112¾	Jul 13	104½	Mar 25	112¼	July 16	..	..
Do., Iowa sink. fund 5s, 1919	109½	Feb 17	109½	Feb 17	109½	Feb 28	..	..
Do., do., do., 4s, 1919	104	Feb 4	98	Apr 4	101½	July 8	100½	101½
Do., Denver Div. 4s, 1922	101½	Jan 7	97	Apr 1	99¾	June 17	..	..
Do., 4s, 1921	100	Jun 9	99	Jun 15	99	June 15	..	..
Do., Chi. & Iowa Div. 5s, 1905	..	....	..	....	107½	Jan., 96	..	..
Do., Nebraska extension 4s, 1927	100	Jan 14	95	Mar 25	99½	July 15	..	..
Do., do., registered	97¼	Mar 19	97	May 9	97	May 9	..	..
Hannibal & St. Joseph con. 6s, 1911	123	Jan 29	119	Mar 9	120	June 11	..	..
Chi. & East. Ill. 1st sink. fd. cur. 6s, 1907	116½	Feb 3	114½	Jul 15	114½	July 15	114½	..
Do., 1st con. g. 6s, 1934	130	Jan 3	122	Apr 19	122	Apr 19	..	..
Do., gen. con. 1st 5s, 1937	108½	Jun 10	101¼	Jan 11	108	July 15	106	108½
Do., do., registered	106¼	Jun 7	101	Jan 4	106¼	June 7	..	..
Chi. & Ind. Coal Ry 1st 5s, 1936	109	Feb 11	100¼	Jan 14	102½	July 16	..	..
Chicago, Indianapolis & Louisville—								
Louisv., New Alb. & Chi. 1st 6s, 1910	115½	Jun 10	112	Feb 25	115½	June 10	..	..
Chi., Ind. & Louisv. refdg. g. 5s, 1947	90	Jun 24	80	Mar 12	90	June 24	..	..
Do., refunding g. 6s, 1947	105	Feb 10	90	Mar 29	103	July 12	..	..
Chicago, Milwaukee & St. Paul—								
Mil. & St. P. 1st 7s, $ gold, R.D., 1902	143	Feb 10	140	Jan 29	142	May 16	..	..
Do., 1st Iowa & D. 7s, 1899	140½	Mar 17	137½	Jan 3	140½	Mar 28	..	..
Do., 1st C. & M. 7s, 1903	144	Feb 16	140	Jan 13	141	Apr 6	..	..
Chi., Mil. & St. Paul con. 7s, 1905	145½	Jun 28	138	Jan 4	144	July 6	..	..
Do., 1st I. & D. ext. 7s, 1908	143	May 25	139¼	Jan 5	142½	July 1	..	..
Do., 1st Southwest. Div. 6s, 1909	119¾	Jan 19	116	May 13	117½	May 23	..	..
Do., 1st LaC. & Dav. 5s, 1919	110	Mar 14	110	Mar 14	110	Mar 14	..	..
Do., 1st So. Minn. Div. 6s, 1910	121	Feb 8	114¼	Apr 20	117⅝	July 14	..	..
Do., 1st H. & D. Div. 7s, 1910	130¼	Jan 13	128¼	Jun 4	130	June 24	..	..
Do., do., 5s, 1910	..	....	..	....	109	Oct 5, 97	..	..
Do., Chi. & Pac. Div. 6s, 1910	121	Jan 28	118	Mar 11	118	Mar 11	..	..
Do., 1st C. & Pac. W. g. 5s, 1921	117½	Jun 28	111	Apr 26	115½	July 15	..	..
Do., Chi. & Mo. Riv. Div. 5s, 1926	117	Feb 10	110⅝	May 28	113½	July 8	..	..
Do., Mineral Point Div. 5s, 1910	110	Jan 17	107	Jan 5	109½	Apr 16	..	..
Do., C. & Lake Sup. Div. g. 5s, 1921	113½	Mar 2	112	Apr 21	112	Apr 21	..	..
Do., Wis. & Min. Div. g. 5s, 1921	115⅛	Feb 11	111	Apr 29	111½	July 1	..	..
Do., terminal g. 5s, 1914	115	Feb 7	111	Apr 1	114	June 20	..	..
Do., Far. & So. assu. g. 6s, 1924	127¼	Jan 27	127⅛	Jan 5	127¼	Jan 27	..	..
Do., con. sk. fd. 5s, 1916	..	....	..	....	106½	Jly 9, 97	..	..
Do., Dak. & Great So. g. 5s, 1916	114	Jun 21	109	Apr 7	114	June 21	..	..
Do., gen. g. 4s, Series A, 1989	107	Feb 4	102	May 3	104¾	July 14	104¾	..
Do., do., registered	105½	Feb 19	104¾	Feb 1	105½	Feb 19	..	..
Mil. & North. 1st, main line 6s, 1910	122½	Jan 19	120	Mar 15	120	Mar 18	..	120
Do., 1st con. 6s, 1913	123	Feb 7	117	Apr 30	120	June 9	..	121
Chicago & Northwestern con. 7s, 1915	145	Jan 10	138	May 6	142¾	July 8	142½	144½
Do., gold 7s, 1902	116½	Feb 15	113	Apr 27	113⅝	July 7	..	..
Do., do., registered	116½	Feb 15	112¼	May 27	113⅝	June 29	..	..
Do., sinking fund 6s, 1879-1929	118½	Mar 10	113¾	Jun 2	116⅝	July 13	115½	119
Do., do., registered	115	Jul 13	114	Jun 14	115	July 13	..	..
Do., sinking fund 5s, 1879-1929	111½	Feb 2	106	Apr 2	108	July 11	108	111
Do., do., registered	107½	Jul 13	107½	Jul 13	107½	July 13	..	..
Do., sinking fund deb. 5s, 1933	119	Feb 2	114	May 23	116½	June 29	116½	118½
Do., registered	119	Feb 21	117	Mar 8	117	Mar 8	..	..
Do., debenture 5s, 1909	110½	Feb 9	107½	May 18	108	July 1	108	110
Do., do., registered	109½	Mar 19	109½	Mar 19	109½	Mar 19	..	..
Do., debenture 5s, 1921	112	May 11	111	May 9	112	May 11	114½	..
Do., do., registered	117¾	Feb 7	117¾	Feb 7	117¾	Feb 7	..	..
Do., extension 4s, 1886-1926	107	Feb 4	104	Mar 8	105½	June 24	105½	107½
Do., registered	103	Jun 10	103	Jun 10	103	June 10	..	..
Do., gen. 3½s, 1987	102	Jun 11	99	May 16	102	July 13	..	..
Escanaba & Lake Sup. 1st 6s, 1901	107¾	May 26	106	Apr 21	107¾	May 26	..	..
Chicago & Milwaukee 1st 7s, 1898	102¼	Apr 12	101½	Jan 3	102¼	Apr 12	..	..
Winona & St. Peters 2d 7s, 1907	..	....	..	....	127	Au 17, 96	..	..
Milwaukee & Madison 1st 6s, 1905	117	Jan 12	117	Jan 12	117	Jan 12	..	..
Ottumwa, C. F. & St. P. 1st 5s, 1909	109	Mar 3	109	Mar 3	109	Mar 3	..	..
Northern Illinois 1st 5s, 1910	105	Apr 22	105	Apr 22	105	Apr 22	..	..
Mil., L. S. & West. 1st g. 6s, 1921	137	Jan 6	132½	May 21	135	July 6	..	..
Do., conv. deb. g. 5s, 1907	..	....	..	....	105½	Fe 24, 97	..	..
Do., ext. & imp. sk. fd. g. 5s, 1929	117½	Feb 24	113½	May 26	113½	June 6	..	..
Do., Michigan Div. 1st g. 6s, 1924	134	Mar 22	133	Mar 22	134	Mar 23	..	..
Do., Ashland Div. 1st g. 6s, 1925	135	Feb 26	133	May 19	133	May 19	..	..
Do., incomes, 1911	113	Apr 21	112	Apr 26	112	Apr 26	..	..
Chicago, Rock I. & Pacific 6s, 1917	132	Apr 21	130	Mar 11	132	June 30	..	..
Do., do., registered	131¼	Jan 29	128	Apr 2	128	July 7	127½	..
Do., debenture 5s, 1921	107⅝	Feb 2	104¾	Mar 25	107⅝	July 7	..	..
Do., gen. g. 4s, 1988	105⅝	Jun 29	102⅝	May 7	103⅝	July 16	..	..
Do., do., registered	103¼	May 11	103¼	May 11	103¼	May 11	..	..
Des Moines & Ft. Dodge 1st 4s, 1905	92	Feb 4	85	Jan 15	92	Feb 14	90¼	..
Do., 1st 2½s, 1925	70½	Feb 11	60¼	Jan 10	70	Feb 28	--	..
Do., extension 4s, 1905	..	....	..	....	85	Mr 15, 97	..	..
Keokuk & Des Moines 1st 5s, 1923	109	Feb 17	103	Apr 21	107	July 11	..	..
Do., do., small	..	....	..	....	100	Ap 15, 97	..	..
Chi., St. P., Min. & Om. con. 6s, 1930	[illegible]	Jan 26	126½	Apr 2	132¾	June 25	132½	133½
Chi., St. P. & M. 1st g. 6s, 1918	133	Feb 15	128	May 13	128	July 7	131½	..
St. P. & Sioux City 1st g. 6s, 1919	132¾	Jan 28	126	Apr 19	132	July 7	130	133
Chi. & Wn. Ind. 1st sk. fd. g. 6s, 1919	..	....	..	....	106	Jly 22, 97	..	..
Do., gen. g. 6s, 1932	122½	Feb 17	117½	Apr 1	118¾	July 14	..	..
Chicago Term. & Trans. 4s, 1947	87½	Feb 7	79½	Mar 26	85½	July 16	..	87
Chi. & West. Mich. Ry 5s, 1921	..	....	..	....	98½	Nov., 96	..	..
Cin., Ham. & Dayton con. sk. fd. 7s, 1905	..	....	..	....	119	Oct 28, 97	..	..
Do., 2d g. 4½s, 1937	..	....	..	....	108½	Mr 13, 97	..	..
Cin., Day. & Ironton 1st gtd. g. 5s, 1941	111½	Feb 11	107½	May 10	110	July 15	..	..
City & Sub. Ry Balt. 1st g. 5s, 1922	..	....	..	....	105¾	Apr., 95	..	..
Clev. & Can. Tr. Co. cts. for 1st 5s, 1917	78½	Feb 4	69½	May 3	70	June 10	..	75
Clev., Cin., Chi. & St. L. gen. g. 4s, 1993	82	May 13	82	May 13	82	June 29	..	..
Do., Cairo Div. 1st g. 4s, 1939	90	Jan 12	88	Jun 8	88	Jun 8	..	..
St. Louis Div. 1st col. trust g. 4s, 1990	98½	Feb 14	90¼	May 9	95½	July 12	95	95¾
Do., do., registered	93	Mar 15	90	Mar 24	90	Mar 24	..	..
Spring & Col. Div. 1st g. 4s, 1940	..	....	..	....	87	Oct., 95	..	..
White W. Val. Div. 1st g. 4s, 1940	88½	Jan 13	80	Jun 13	80	June 13	..	..
Cin., Wab. & Mich. Div. 1st g. 4s, 1991	90	Mar 9	89	Feb 28	90	Apr 12	..	..
Cin., Ind., St. L. & C. 1st g. 4s, 1936	102	Feb 11	98¾	May 17	99½	May 26	100½	..
Do., con. 6s, 1920	..	....	..	....	100	Nov., 94	..	..
Cin., San. & Clev. con. 1st g. 5s, 1928	..	....	..	....	114	Oct 7, 97	..	..
Ind., Bloom. & West. 1st pf. 7s, 1900	..	....	..	....	107¼	Fe 19, 97	..	..
Peoria & Eastern 1st con. 4s, 1940	79	Jul 8	70	Mar 14	78½	July 11	..	78
Do., income 4s, 1990	19	Jun 21	14	May 7	18¼	July 15	..	..
C., C., C. & Ind. 1st sk. fd. 7s, 1899	105½	Mar 5	102	May 9	103½	July 6	..	..
Do., con. 7s, 1914	137	Jan 17	131½	Jun 4	131½	June 4	..	..
Do., gen. con. g. 6s, 1934	127¾	May 11	127¾	May 11	127¾	May 11	..	..
Cin. & Spfd. 1st M.C.C.C. & I. 7s, 1901	..	....	..	....	107½	Oct 16, 97	..	..
Clev., Lor. & Wheel. 1st con. g. 5s, 1933	103	May 10	100	Mar 18	103	May 10	..	..
Clev. & Mahoning Val. g. 5s, 1938	..	....	..	....	120¼	July, 96	..	..
Colorado Midland Ry 1st 2-3-4s, 1947	60	May 5	56	May 26	59½	June 7	..	..
Col., Hock. Val. & Tol. con. g. 5s, 1931	..	....	..	....	68½	My 15, 97	..	..
Do., J.P.M. & Co. eng. cts., $65 paid	80	Jun 29	70½	Apr 21	79	July 15	78	79½
Do., gen. g. 6s, 1904	61	Feb 14	54	Jan 11	61	Feb 14	..	..
Con. & Passumpsic Riv. 1st g. 4s, 1943	..	....	..	....	102	Dec., 95	..	..
Del., Lack. & West. 7s, 1907	128	Jan 15	122	Apr 4	122	Apr 4	..	..
Syra., Bing. & N. Y. 1st 7s, 1906	125¼	Jan 3	125¼	Jan 3	125¼	Mar 2	..	..
Morris & Essex 1st 7s, 1914	144	Jan 4	137¼	May 21	140	July 7	..	..
Do., 7s, 1900	..	....	..	....	109	No 23, 97	..	..
Do., 7s, 1871-1901	113½	Feb 28	107	Apr 21	110½	June 30	..	..
Do., 1st con. gtd. 7s, 1915	142½	May 26	136	Apr 18	139	June 30	..	..
Do., registered	..	....	..	....	138	July, 92	..	..
N. Y., Lack. & West. 1st 6s, 1921	138⅝	Jan 20	136⅝	July 8	136⅝	July 8	..	..
Do., construction 5s, 1923	..	....	..	....	118½	No 17, 87	..	..
Warren 2d 7s, 1900	..	....	..	....	112	May, 96	..	..
Del. & Hud. 1st Penn. Div. 7s, 1917	143	May 7	143	May 7	143	May 7	..	--
Do., do., registered	..	....	..	....	143	May 4, 97	..	..
Alb. & Sus. 1st con. gtd. 7s, 1906	125½	Jan 25	120½	May 6	123½	June 29	..	..
Do., g. 6s, 1906	118½	Jan 27	110	Apr 21	115	June 21	..	..
Do., do., registered	..	....	..	....	116½	Mr 22, 97	..	..
Ren. & Saratoga 1st 7s, 1921	..	....	..	....	148¾	Au 18, 97	..	..
Do., do., registered	145	Feb 18	141	May 6	141	May 6	..	..
Den. & Rio Gr. 1st con. g. 4s, 1936	95¾	Feb 2	89	Apr 8	94	July 16	93¾	94
Do., 1st g. 7s, 1900	110½	Feb 11	108	Apr 5	108	July 16	..	..
Do., improvement g. 5s, 1928	93	Feb 2	85½	Jan 3	92	July 16	..	..
Des Moines Union 1st g. 5s, 1917	100	Mar 30	97	Jan 6	99¾	June 6	97	..
Det., Mack. & Mar. ld. gt. 3½s, Ser. A, 1911	17½	Jan 12	16¼	Jun 8	16¾	June 16	..	..
Duluth & Iron Range 1st 5s, 1937	107¾	Mar 9	104	Jan 3	105¾	July 1	..	105½
Duluth, Red Wing & So. 1st 5s, 1928	92¼	Feb 11	92¼	Feb 11	92¼	Feb 11	..	..
Duluth, So. Shore & Atlantic g. 5s, 1937	107	Mar 8	101	May 2	107	June 8	..	..
Erie 1st ext. g. 4s, 1947	116	Feb 2	112½	Jan 4	112½	July 5	..	..
Do., 2d ext. g. 5s, 1919	117½	Jun 7	116½	May 20	117½	June 7	117	..
Do., 3d ext. g. 4½s, 1923	111½	Jun 3	108	Apr 11	111½	June 27	112	..
Do., 4th ext. g. 5s, 1920	118	Jun 7	113	May 23	117	June 28	116½	..
Do., 5th ext. g. 4s, 1928	105	May 23	104½	Feb 21	104½	June 3	..	..
Do., 1st con. g. 7s, 1920	147¾	Feb 11	138	May 6	142½	June 21	..	148
Do., 1st con. g. fund. 7s, 1920	143	Jan 13	140	May 27	141	June 25	..	..
Long Dock con. g. 6s, 1935	139	Feb 25	133½	Apr 12	137	July 7	..	..
Buffalo, N. Y. & Erie 1st 7s, 1916	133	Jun 6	133	Jun 6	133	June 6	..	..
Jefferson R.R. 1st gtd. g. 5s, 1909	106	Feb 11	106	Feb 11	106	Feb 11	104	..
Chicago & Erie 1st g. 5s, 1982	113	Feb 10	108	May 2	111½	July 7	111	113
N.Y., L.E. & W. 1st cur. 6s, 1913	..	....	..	....	102	Aug., 96	..	..
N.Y. & Greenw'd Lake gtd. g. 5s, 1946	..	....	..	....	105½	Oct 2, 97	..	..
Erie R.R. 1st con. g. 4s, prior bds., 1996	93	Feb 7	84¾	Apr 26	91½	July 16	91¼	92
Do., 1st con. gen. lien g. 3-4s, 1996	75	Jun 3	66	Apr 28	73¼	July 16	73	73¼
N. Y., Sus. & W. 1st refdg. 5s, 1937	108⅝	Feb 11	99	Apr 27	108	June 23	..	..
Do., 2d g. 4½s, 1937	92	Jul 14	84¾	Jan 6	92	July 15	..	..
Do., gen. g. 5s, 1940	98	Feb 7	83	Apr 23	92	July 14	..	..
Do., terminal 1st g. 5s, 1943	111½	Jan 28	110	Apr 15	110	Apr 29	..	..
Wilk. & East. 1st gtd. g. 5s, 1942	101⅛	Feb 8	93¼	Jan 3	98¼	July 7	..	..
Midland R. of N. J. 1st g. 6s, 1910	121	Jan 4	116	Apr 18	120	July 8	..	..
Eureka Springs 1st g. 6s, 1933	..	....	..	....	65	No 10, 97	..	..
Evansville & T. H. 1st con. g. 6s, 1921	118	Jun 24	112	May 20	118	June 24	114	..
Do., 1st gen. g. 5s, 1942	86½	May 31	82	Apr 13	86	July 7	..	86½
Do., Mt. Vernon 1st g. 6s, 1923	..	....	..	....	110	May, 93	..	..
Do., Sul. Co. Brch. 1st g. 5s, 1930	..	....	..	....	110	Sept., 91	..	..
Evans. & Ind. 1st con. gtd. g. 6s, 1926	78	Feb 14	77½	Feb 16	77½	Feb 16	..	..
Flint & Pere Marq. g. 6s, 1920	117	Feb 9	110	May 2	115	July 11	114	..
Do., 1st con. g. 5s, 1939	95	Feb 3	85	Apr 29	93	July 15	..	..
Do., Pt. Huron d. 1st g. 5s, 1939	92½	Mar 4	83	Jan 5	91	July 14	..	..
Fla. Cent. & Peninsular 1st g. 5s, 1918	..	....	..	...	103	Au 14, 97	..	..
Do., con. g. 5s, 1943	..	....	..	....	80½	May, 96	..	..
Fort St. Un. Depot Co. 1st g. 4½s, 1941	105	Mar 11	105	Mar 11	105	Mar 11	..	..
Ft. Worth & Den. City 1st g. 4-6s, 1921	75½	Jun 29	65	Mar 17	75	July 16	75	75½
Ft. Worth & Rio Gr. 1st g. 3-4s, 1928	59½	Feb 1	54½	Jan 5	59	May 31	58	60
Gal., H. & H. 1st 5s, 1913	92½	Jun 10	88¾	Jan 26	92	July 9	91½	93
Georgia & Ala. Ry 1st pf. g. 5s, 1945	..	....	..	....	103	Au 11, 97	..	..
Ga., Car. & North. 1st gtd. g. 5s, 1929	92	Jul 8	92	Jul 8	92	July 8	..	..
Green Bay & West. deb. certs., A	49	Jan 27	40¼	Jun 23	40½	June 27	..	..
Greeen Bay & West. deb. certs., B	6½	Jan 26	3½	Jul 9	5¾	July 13	..	..
Houston, E. & W. Texas 1st g. 5s, 1933	91½	Jul 8	88	Jun 9	91	July 16	90½	92
Illinois Central 1st g. 4s, 1951	115	Mar 10	113½	Feb 14	115	Mar 10	..	..
Do., do., registered	108½	Jun 2	108½	Jun 2	108½	June 2	..	..
Do., 1st g. 3½s, 1951	105	Mar 16	105	Mar 16	105	Mar 16	..	..
Do., registered	102⅛	Apr 15	101	Apr 24	102½	Apr 15	..	..
Do., g. 4s, 1952	104	Jul 8	100	May 6	104	July 8	..	..
Do., do., registered	103	Jan 25	103	Jan 25	103	Apr 15	..	..
Do., g. 4s, 1953	102¼	Feb 2	97½	Apr 29	101¼	July 9	..	..
Do., 2-10s, g. 4s, 1904	..	....	..	....	100½	Jan 4, 97	..	..
Do., Western Line 1st g. 4s, 1951	105	Jan 28	101	May 20	105	July 1	..	..
Do., Louisville Div. g. 3½s, 1953	94½	Jul 12	92⅝	Jul 12	92⅝	July 12	..	..
Do., St. Louis Div. g. 3½s, 1951	..	....	..	....	..	....	..	93
Do., Cairo Bridge g. 4s, 1950	..	....	..	....	102½	Sept., 96	..	..
Do., Middle Div. registered 5s, 1921	..	....	..	....	116½	Aug., 95	..	..
Chi., St. L. & New Orl. g. 5s, 1951	123¼	Feb 15	115½	Apr 23	121½	July 8	..	..
Do., registered	..	....	..	....	118¼	Apr 1, 97	..	..
Do., Memphis Div. 1st g. 4s, 1951	103½	Jan 24	103½	Jan 24	103½	Jan 24	..	..
St.L., A. & T.H. 1st & ter. g. 5s, 1914	..	....	..	....	105	De 28, 97	..	..
Belleville & Carodt. 1st 6s, 1923	..	....	..	....	115	Ja 22, 96	110⅛	..
St. Louis South. 1st gtd. g. 4s, 1931	..	....	..	....	90	No 12, 97	90	..
Ind., Dec. & Wn. 1st g. 5s, 1935	104	Jan 10	97	May 2	100¼	July 7	..	..
Ind., Illinois & Iowa 1st g. 4s, 1939	88	Jan 4	86	Jan 22	86	Jan 22	..	..
Do., 1st ext. g. 5s, 1943	..	....	..	....	94¼	Nov., 95	..	..
Int. & Gt. North. 1st g. 6s, 1919	123¼	Jan 13	116	May 6	118	June 10	..	..
Do., 2d g. 5s, 1909	90	Feb 3	78	Mar 23	87	July 12	..	..
Do., 3d g. 4s, 1921	60	Feb 7	44	Jan 14	58	July 13	..	..
Iowa Central 1st g. 5s, 1938	103½	Feb 19	97	Mar 26	102	July 15	101½	102
K. C., P. & Gulf 1st & col. g. 5s, 1923	81¾	Feb 14	65	Apr 26	73	July 16	..	..
Kings Co. El., Ser. A, 1st g. 5s, 1925	59	Jul 8	40	Apr 28	55¼	July 15	..	55½
Fulton El. 1st gtd. g. 5s, Ser. A, 1929	49	Jul 9	35	Mar 11	49	July 9	..	..
Lake Erie & West. 1st g. 5s, 1937	117¼	Feb 9	115	May 10	116	May 20	..	..
Do., 2d g. 5s, 1941	104⅞	Jun 10	95	Apr 29	104¼	June 22	..	..
Northern Ohio 1st gtd. g. 5s, 1945	102	Jun 4	100½	Jan 6	102	June 4	..	..
Lake Shore & Michigan Southern—								
Detroit, Mon. & Tol. 1st 7s, 1906	121	Apr 28	121	Apr 28	121	Apr 28	..	..
Lake Shore Div. 7s, 1899	106½	Feb 11	106	Jan 14	106	Feb 15	103	104⅝
Do., con. 1st 7s, 1900	110	Mar 9	107	Apr 5	109	May 25	105⅝	..
Do., do., registered	109⅝	Feb 9	105¼	Jun 30	105¼	June 30	105¼	..
Do., con. 2d 7s, 1903	120½	Feb 23	115¾	Jun 16	115¾	June 30	115	..
Do., do., registered	119¼	Mar 1	115¾	Jun 16	115¾	June 16	115	..
Do., g. 3½s, 1997	106⅝	Jan 18	102	Apr 7	104½	July 16	..	..
Do., do., registered	106	Feb 21	103	Mar 29	103	Mar 29	..	..
Cin. & Sp. 1st gtd., L. S. & M. 7s, 1901	..	....	..	....	108¼	Dec 1, 97	..	..
Mahoning Coal R.R. 1st 5s, 1934	..	....	..	....	125	Dec 9, 97	..	..
Leh. Val. N. Y. 1st gtd. g. 4½s, 1940	104¾	Feb 17	99	Apr 29	102½	July 8	..	..
Leh. Val. Ter. Ry 1st gtd. g. 5s, 1941	112½	Feb 16	107	Apr 20	107	Apr 20	..	..
Do., do., registered	..	....	..	....	110	No 26, 97	..	..
Leh. Val. Coal Co. 1st gtd. g. 5s, 1933	92½	Mar 22	92½	Mar 22	92½	Mar 22	..	..
Leh. & N. Y. 1st gtd. g. 4s, 1945	92	Feb 18	92	Feb 18	92	Feb 23	..	..
El., Cor. & Nor. g. 1st pf. 6s, 1914	..	....	..	....	99½	Feb., 93	..	..
Do., g. gtd. 5s, 1914	..	....	..	....	101	Sep 16, 97	..	..
Litch., Car. & W. 1st g. 6s, 1916	..	....	..	....	95	Feb., 93	..	..
L., R. & M. Tr. Co. cts. for 1st g. 5s, 1937	..	....	..	....	25	Apr., 96	..	..
Long Island 1st con. g. 5s, 1931	120	Feb 2	117	May 13	119½	June 28	..	..
Do., gen. g. 4s, 1938	90	Jun 11	85¼	Jan 12	90	June 23	89	..
Do., ferry g. 4½s, 1922	90	Jan 31	86¾	Apr 1	86¾	Apr 6	..	..
N. Y. & Rockaway B. 1st g. 5s, 1927	..	....	..	....	100	My 25, 97	..	..
Do., 2d income, 1927	..	....	..	....	40	Mar., 96	..	..
N. Y., B. & Man. B. 1st con. g. 5s, 1935	..	....	..	....	107½	De 15, 97	..	..
L. I., N. Sh. 1st con. gtd. g. 5s, 1932	..	....	..	....	103½	June, 95	..	..
L., E. & St. L. 1st con. g. 5s, 1939, t. r.	36	Jun 10	32	Jan 6	33½	June 21	..	..
Do., gen. g 4s, 1943	..	....	..	....	9½	Au 21, 97	..	..
Louisv. & Nashv., Cecilian Br. 7s, 1907	..	....	..	....	106	No 11, 97	..	..
Do., N. O. & Mobile 1st g. 6s, 1930	124½	May 31	120⅝	Jan 6	124½	May 31	121	123
Do., do., 2d g. 6s, 1930	107½	Feb 2	107	Jun 2	107	June 2	..	..
Do., E. H. & Nashville 1st g. 6s, 1919	117	Feb 9	113	Mar 29	113¼	June 29	..	..
Do., gen. g. 6s, 1930	120½	May 27	116½	Apr 21	118	July 5	..	..
Do., Pensacola Div. g. 6s, 1920	..	....	..	....	103½	Sep 24, 97	..	..

	Range for Year 1898.							
	Highest.		Lowest.		Last Sale.		Bid.	As'd.
Do., St. Louis Div. 1st g. 6s, 1921	..	....	..	....	121	Jly 12,97	..	..
Do., do., 2d g. 3s, 1980	..	....	..	....	67	May, 95	..	..
Do., Nashville & Dec. 1st 7s, 1900	105	July 1	105	July 1	105	July 1	..	..
Do., sk. fd. (S. & N. Ala.) g. 6s, 1910	..	....	..	....	94¼	Jan., 92	..	..
Do., gold 5s, 1937	104½	Feb 8	100½	May 6	104	July 15	..	..
Do., unified g. 4s, 1940	91½	Feb 11	83	Apr 25	87⅞	July 16	88	88½
Do., Pens. & Atl. 1st gtd. g. 6s, 1921	109	Jan 8	99	Apr 21	105	June 25	..	..
Do., collateral trust g. 5s, 1931	108¾	Feb 24	101½	Apr 6	103	June 8	..	..
Do., Mob. & Mont. 1st g. 4½s, 1945	108	May 5	108	May 5	108	May 5	..	..
N., F. & S. 1st gtd. g. 5s, 1937	95	Feb 9	87½	Apr 5	95	July 8	..	..
South & North A. con. gtd. g. 5s, 1936	101	Jun 2	94	Feb 5	100¾	July 14	..	..
Kentucky Central g. 4s, 1987	91	Feb 14	85	Apr 12	85	Apr 12	..	..
Louis. Railway Co. 1st con. g. 5s, 1930	109	Mar 19	103	Mar 9	109	Mar 19	..	..
L. & N. L., C. & Lex. g. 4½s, 1931	103	Jan 18	103	Jan 18	103	Jan 18	..	..
Manhattan R'way con. g. 4s, 1990	98½	Jan 13	90	Apr 23	95⅝	July 13	..	..
Met. Elevated 1st g. 6s, 1908	119½	Feb 8	114⅛	Apr 6	116	July 6	116	116½
Do., 2d 6s, 1899	105	Jan 26	101	May 5	103¼	July 15	..	..
Metro. St. Ry gen. cl. tr. g. 5s, 1997	116¼	Jan 14	108½	Apr 28	114⅞	July 15	114¼	..
B'way & 7th Av. 1st con. g. 5s, 1943	122½	Jan 14	114½	Apr 25	119¾	June 27	..	120
Col. & 9th Av. 1st gtd. g. 5s, 1993	123¼	Jan 14	116	Apr 21	120¼	July 11	120¼	..
Lex. Av. & Pav. F. 1st gtd. g. 5s, 1993	123¼	Jan 12	117	Mar 12	120	July 1	..	..
Mexican Central con g. 4s, 1911	66	Feb 10	63	Apr 25	63	Apr 25	..	..
Do., 1st con. income g. 3s, 1939	..	....	..	....	39	Apr., 90	..	..
Do., 2d con. income g. 3s, 1939	..	....	..	....	11⅛	Sep 16,96	..	..
Mexican Inter. 1st con. g. 4s, 1977	76⅝	Jul 15	70⅝	Feb 10	76¼	July 16	74	..
Mexican National 1st g. 6s, 1927	..	....	..	....	90	Mar., 96	..	..
Do., 2d income g. 6s, A, 1917	..	....	..	....	42⅜	No 12, 96	..	..
Do., 2d income g. 6s, B, 1917	..	....	..	....	13	Jly 9, 97	..	..
Mexican Northern 1st g. 6s, 1910	..	....	..	....	100	Ja 30, 97	97	..
Michigan Central 1st con. 7s, 1902	123	Jan 28	110	May 16	112	June 21	..	..
Do., 1st con. 5s, 1902	106⅝	Feb 1	102½	May 25	102½	May 25	..	..
Do., 6s, 1909	122	Feb 25	122	Feb 25	122	Feb 25	..	..
Do., 5s, 1931	127	Jan 10	121	Apr 26	121¼	June 21	..	..
Do., do., registered	125½	Jan 20	125½	Jan 20	125½	Jan 20	..	..
Do., 4s, 1940	106	Feb 25	106	Feb 25	106	Feb 25	..	..
Minneapolis & St. Louis 1st g. 7s, 1927	..	....	..	....	143	Jly 22, 97	..	..
Do., 1st con. g. 5s, 1934	108¼	Feb 1	100½	Apr 26	107	July 13	..	..
Do., Iowa ext. 1st g. 7s, 1909	..	....	..	....	127	No 22, 97	..	..
Do., Southwest. ext. 1st g. 7s, 1910	..	....	..	....	129	May, 96	..	..
Do., Pacific ext. 1st g. 6s, 1921	..	....	..	....	121¼	Au 31, 97	..	..
Mo., K. & T. 1st g. 4s, 1990	91¾	Feb 4	82⅜	Apr 25	90¼	July 15	89¾	90
Do., 2d g. 4s, 1990	67½	Jan 27	57	Mar 25	65½	July 16	65¾	66
Do., 1st ext. g. 5s, 1944	83¾	Jan 28	83¾	Jan 28	83¾	Jan 28	..	88
Mo., K. & T. of T. 1st gtd. g. 5s, 1942	85½	Feb 18	80	Mar 12	83¼	July 14	..	..
Kansas City & Pac. 1st g. 4s, 1990	75	Jul 9	71	Jan 4	72½	July 14	73½	75
Dallas & Waco 1st gtd. g. 5s, 1940	84¼	Feb 18	75	Apr 25	80	May 13	..	..
Mo. Kan. & East. 1st gtd. g. 5s, 1942	99½	Feb 14	93½	Apr 1	99½	July 11	99	99½
Missouri Pacific 1st con. g. 6s, 1920	103¾	Jul 11	93	Mar 26	103¼	July 16	103¼	103⅝
Do., 3d 7s, 1906	112	Jul 13	103½	Apr 26	112	July 13	110	..
Do., trust g. 5s, 1917	80	Jul 14	65½	Jan 19	80	July 16	79½	80
Do., 1st col. g. 5s, 1920	76½	Jul 15	60	Apr 28	76½	July 16	76	78
Pacific R. of Mo. 1st ext. g. 4s, 1938	106	Jan 31	100	May 3	103⅜	July 8	..	..
Do., 2d ext. g. 5s, 1938	109	Jun 30	106¼	July 7	106¼	July 7	..	..
St. L. & I. Mt. 1st ext. 4½s, 1947	110½	Jan 7	107½	Feb 7	108	May 28	..	..
Do., 2d ext. g. 5s, 1946	106½	Jun 4	102½	May 5	103½	July 15	..	..
Do., Arkans. Br. ext. g. 5s, 1935	108	Feb 8	102	Mar 26	106½	June 24	..	..
Do., gen. con. ry. & ld. grt. g. 5s, 1931	99	Jul 15	86	Apr 6	98	July 15	97¾	98¼
Do., gen. con. stpd. gtd. g. 5s, 1931	97	Jul 9	86	Feb 26	97	July 9	..	..
Mobile & Ohio new g. 6s, 1927	123	Feb 7	118½	May 24	120	July 11	..	..
Do., 1st extension g. 6s, 1927	..	....	..	....	119	Dec 6, 97	..	..
Do., gen. g. 4s, 1938	80½	Feb 5	70	Apr 26	78	July 14	..	78
Montgomery Div. 1st g. 5s, 1947	100	July 9	97½	May 27	100	July 9	..	..
St. Louis & Cairo gtd. g. 4s, 1931	..	....	..	....	84	April, 96	..	..
Nash., Chat. & St. L. 1st 7s, 1913	131½	May 23	128	Apr 4	131⅜	May 24	..	..
Do., 2d 6s, 1901	..	....	..	....	105⅝	De 17, 97	..	..
Do., 1st con. g. 5s, 1928	105	Feb 10	100	Apr 8	102½	July 12	..	..
Do., 1st 6s, McM., M. W. & Al., 1917	..	....	..	....	108	Mar., 96	113	115
No. O. & N. East. pr. lien 6s, 1915	..	....	..	....	108½	Aug., 94	..	..
N. Y. Cent. & H. R. 1st 7s, 1903	119½	Jun 23	113¼	Apr 21	115½	July 13	115¼	..
Do., do., registered	118	May 31	113½	Apr 20	115½	June 29	115	..
Do., debenture 5s of 1884-1904	112	Feb 23	106	Apr 21	110⅝	June 30	110⅝	..
Do., do., registered	111⅜	Feb 8	106	Apr 1	110⅝	July 15	110⅝	..
Do., reg. debenture 5s of 1889-1904	108¾	Feb 19	108½	Feb 21	108½	Feb 21	110⅝	..
Do., debenture g. 4s, 1890-1905	105	Feb 9	102	Apr 9	104¼	June 30	104¼	..
Do., do., registered	104¾	Feb 5	104¾	Feb 5	104¾	Feb 5	104¼	..
Do., deb. certs., ext. g. 4s, 1905	105⅛	May 31	100½	May 6	104⅝	July 8	104⅝	..
Do., registered	105	Feb 7	104	Mar 26	104⅝	June 30	104⅝	..
Do., gold 3½s, 1997	107	Jun 28	107	Jun 28	107	June 28	105	..
Do., do., registered	104⅞	Jul 6	104⅞	Jul 6	104⅞	July 6	..	..
Michigan Cent. col. trust g. 3½s, 1998	94	Jul 7	91¼	Jun 23	93½	July 16	..	93¾
Lake Shore col. g. 3½s, 1998	95	Jun 24	94	Jun 23	95	July 16	94⅝	95
Do., registered	95	July 1	95	July 1	95	July 1	..	..
West Shore 1st 4s, gtd., 2361	110½	Feb 17	102¾	Apr 25	108½	July 16	..	..
Do., registered	110	Feb 7	101½	Apr 26	107½	July 12	..	..
Beech Creek 1st gtd. g. 4s, 1936	..	....	..	....	108½	No 16, 97	..	..
Do., registered	106	Jun 17	106	Jun 17	106	June 17	..	..
Clearf. Bit. Coal gtd. g. 4s, Ser. A, 1940	..	....	..	....	86	No 15, 97	..	..
Do., do., registered	..	....	..	....	104	Jly 24, 97	..	..
Harlem 1st 7s, 1900	109½	Feb 3	107½	May 25	107½	June 13	108¼	108½
Do., do., registered	109⅝	Jan 27	107⅛	Jun 3	107⅛	June 3	..	..
N. Jersey Junc. R. gtd. 1st 4s, 1986	..	....	..	....	103	May 7,97	..	..
Rome, W. & O. con. 1st ext. 5s, 1922	123	Jan 24	119½	May 12	123	July 15	122	..
Do., Ter. R. 1st gtd. 5s, 1918	..	....	..	....	109	Jan., 97	..	..
Oswego & Rome 2d gtd. g. 5s, 1915	..	....	..	....	110	Oct., 94	..	..
Utica & B. Riv. gtd. g. 4s, 1922	..	....	..	....	107½	Oct 14,97	..	..
Mohawk & Malone 1st gtd. g. 4s, 1991	..	....	..	....	100	Mar., 96	..	..
New York & Northern 1st g. 5s, 1927	126	Feb 14	123	Jun 23	123	June 23	..	..
N. Y., Chi. & St. Louis 1st g. 4s, 1937	107½	Jan 12	100	Apr 21	105	July 16	..	..
Do., do., registered	..	....	..	....	103	No 4, 97	..	..
N.Y., N.H. & H. 1st registered 4s, 1903	..	....	..	....	104½	Oct 7, 97	..	..
Do., con. deb. certs., $1,000	157½	Jun 9	145	Jan 6	157½	June 16	..	..
Do., do., small certs., $100	153	Jun 9	145	Jan 6	153	June 9	..	..
Housatonic con. g. 5s, 1937	..	....	..	....	123	Jun 16,97	..	..
New Haven & Derby con. 5s, 1918	..	....	..	....	125½	Feb 6, 97	..	..
N. Y. & New England 1st 7s, 1905	119	Feb 11	119	Feb 11	119	Feb 11	..	124
Do., 1st 6s, 1905	..	....	..	....	114	My 27,97	..	115
N. Y., Ont. & Wn. con. 1st g. 5s, 1939	109	May 31	106	Mar 7	106½	July 14	..	..
Do., refunding 1st g. 4s, 1992	102¼	Feb 11	96	Mar 16	99¾	July 15	..	..
Nor. Pac. 1st g. 6s, 1921	119½	Feb 9	112	Mar 25	112½	July 13	..	..
Do., do., registered	119	Feb 11	112	Mar 28	116	June 4	..	..
St. Paul & Nor. Pac. gen. g. 6s, 1923	126	May 10	124	Jun 8	124	June 8	..	..
Do., do., registered certificates	127	Jun 27	124½	Jun 15	127	July 12	..	..
Nor. Pac. Ry pr. lien 4s, 1997	98½	Jun 29	90⅛	Apr 21	98¼	July 16	98	98¼
Do., registered	97¼	Feb 7	93	Apr 6	93½	May 5	..	..
Do., gen. lien g. 3s, 2047	64	Jul 15	57	Apr 21	63½	July 16	63½	63⅝
Nor. Pac. Terminal Co. 1st g. 6s, 1933	113½	Jun 16	104	Jan 5	110½	July 7	..	..
Norfolk & Southern 1st g. 5s, 1941	105	Mar 5	102	Jun 27	102	June 27	..	..
Norfolk & West. RR. gen. g. 6s, 1931	125½	Jan 17	120	Mar 15	121½	July 15	..	..
Do., New River 1st g. 6s, 1932	118	Mar 17	118	Mar 17	118	Mar 17	..	..
Do., improve. and ext. g. 6s, 1934	119¾	Jan 20	117	Feb 9	117	Feb. 10	..	..
Col., Con. & Ter. 1st gtd. g. 5s, 1922	..	....	..	....	101	Fe 23, 97	..	..
Scioto V. & N. E. 1st gtd. g. 5s, 1989	89	July 9	82	Apr 14	89	July 9	..	..
Nor. & West. Ry 1st con. g. 4s, 1996	85	Feb 8	74¾	Apr 21	81½	July 16	81	81¾
Ogden. & L. Cham. 1st con. 6s, 1920	..	....	..	....	94	April, 96	..	..
Do., do., small	..	....	..	....	82	Feb., 87	..	..
Ohio River Railroad 1st g. 5s, 1936	102¼	Jan 26	102	Jan 12	102¼	Jan 26	..	..
Do., gen. g. 5s, 1937	..	....	..	....	85	De 16, 97	..	..
Ohio Southern 1st g. 6s, 1921	84⅛	Feb 21	80	Jan 13	83½	June 21	..	..
Do., gen. g. 4s, 1921	15	Jan 20	10½	Jan 7	14½	Feb 11	..	..
Do., do., eng. Trust Co. certs	14¾	Jan 20	10	Mar 31	10	June 9	..	..
Omaha & St. Louis 1st g. 4s, 1901	82	Jan 3	76	May 6	78½	July 15	..	..
Oreg. Imp. Co. 1st g. 6s, 1910	..	....	..	....	108	Sep 21,97	..	..
Do., en. Trust Co. certs. of deposit	114	Jun 9	100¼	Apr 25	114	June 22	..	..
Do., cons. 5s, tr. r., all in. paid	62½	Feb 15	49¾	Apr 28	61½	June 27	..	..
Ore. R. & N. 1st sk. fd. g. 6s, 1909	116	Jun 15	111	Apr 20	116	June 15	..	..
Ore. RR. & N. Co. con. g. 4s, 1946	97	Feb 7	89	Apr 26	96⅛	July 13	..	..
Oregon Short Line 1st g. 6s, 1922	127½	Jan 29	118	Apr 16	127	July 15	..	..
Utah & Northern 1st 7s, 1908	121	Jun 14	121	Jun 14	121	June 18	..	..
Do., g. 5s, 1926	..	....	..	....	102	My 24,97	..	..
Ore. Short Line 1st con. g. 5s, 1946	107	Jun 25	96	Apr 27	104½	July 15	104	105
Do., non-cum. inc. A 5s, 1946	75¼	Jul 12	58	Jan 5	75¼	July 15	75	75½
Do., non-cum. inc. B and col. trust	54	Jun 8	39	Jan 4	53	July 16	..	..
Pacific Coast Co. 1st g. 5s, 1946	104	Jul 11	102	Jun 23	103⅜	July 13	103	104
Panama sk. fd. sub. g. 6s, 1910	..	....	..	....	101½	Dec., 96	..	..
Penn. Co. gtd. 1st g. 4½s, 1921	114	Jan 26	108	Apr 21	113	July 11	111½	113
Do., do., registered	110	July 8	110	July 8	110	July 8	..	..
P., C., C. & St. L. gtd. g. 4½s, 1940, Ser. A	113	Feb 8	109½	May 18	110½	June 6	..	..
Do., do., Series B, gtd., 1942	113	Jan 21	106	May 6	111	June 28	..	..
Do., do., Series C, gtd., 1942	..	....	..	....	111	Jun 17,97	..	..
Do., do., Series D, gtd. 4s, 1945	..	....	..	....	102	Oct 9, 97	..	..
Pitts., C. & St. L. 1st 7s, 1900	108	Jun 6	106¾	Mar 1	108	June 6	..	..
Do., do., registered	..	....	..	....	109½	Ap 22, 97	..	..
Pitts., Ft. W. & C. 1st 7s, 1912	140¼	Jan 25	140	Jan 10	140¼	Jan 25	..	..
Do., 2d 7s, 1912	140	Jan 4	140	Jan 4	140	May 9	..	..
Do., 3d 7s, 1912	..	....	..	....	128	Aug., 96	..	..
C., St. L. & P. 1st con. g. 5s, 1932	..	....	..	....	110½	Jly 8, 97	..	..
Clev. & Pitts. con. sink. fd. 7s, 1900	109	Apr 19	107	May 25	107	May 25	..	..
Do., gen. gtd. g. 4½s, Series A, 1942	..	....	..	....	118½	April, 96	..	..
Gd. R. & I. ext. 1st gtd. g. 4½s, 1941	..	....	..	....	110	Jun 27,96	..	..
Allegh. Val. gen. g. 4s, 1942	..	....	..	....	102	No 10, 97	..	..
Penn. RR. Co. 1st real est. g. 4s, 1923	..	....	..	....	108	My 12,97	..	..
U. N. J. R. & Can. Co. gen. 4s, 1944	115½	Feb 14	115¼	Feb 14	115¼	Feb 14	..	..
Peo., Dec. & Ev. 1st g. 6s, 1920, t. r.	100½	Mar 8	95	Apr 12	99	July 15	98	..
Do., Evans. Div. 1st g. 6s, 1920	..	....	..	....	100	De 23, 97	98	..
Do., do., en. Trust Co. certs	96	Feb 15	96	Feb 15	96	June 28	..	..
Do., Trust Co. cts. for 2d g. 5s, 1926	17	May 23	15	May 19	17	May 23	..	..
Do., do., 1st installment paid	18½	Jun 2	18½	Jun 2	18½	June 2	..	..
Peoria & Pekin Union 1st g. 6s, 1921	120	Apr 22	120	Apr 22	120	May 11	121	..
Do., 2d g. 4½s, 1921	86½	Feb 23	85½	May 23	85½	May 23	85	..
Pine Creek registered gtd. 6s, 1932	..	....	..	....	137	No 17, 97	..	..
Pitts., Clev. & Tol. 1st g. 6s, 1922	..	....	..	....	108½	April, 96	..	..
Pitts. Junc. 1st g. 6s, 1922	..	....	..	....	124	Mar., 96	..	..
Pitts. & L. E. 2d g. 5s, Ser. A & B, 1928	..	....	..	....	114	Mar., 96	..	..
Pitts., McK. & Yough. 1st gtd. 6s, 1932	..	....	..	....	117	Mar., 89	..	..
Pitts., Painv. & Fairpt. 1st g. 5s, 1916	..	....	..	....	95½	April, 95	..	..
Pitts., Shen. & L. Erie 1st g. 5s, 1940	109	Feb 14	104	Apr 2	107½	July 6	..	..
Do., 1st cons. g. 5s, 1943	..	....	..	....	98	Jly 14,97	..	..
Pitts. & West. 1st g. 4s, 1917	94	Jul 13	76½	Apr 28	93	July 16	92⅝	93½
Do., g. 5s, 1891-1941	48	Jul 8	30	Jun 15	48	July 8	..	..
Reading Co. gen. g. 4s, 1997	87½	Feb 3	77¾	Apr 26	81½	July 16	81⅛	82
Rio Grande West. 1st g. 4s, 1939	90	Jun 23	78⅜	Apr 25	89¼	July 12	..	..
Rio Grande Junc. 1st gtd. g. 5s, 1939	94⅝	Feb 16	91	Jun 16	91	June 16	..	..
Rio Grande South. 1st g. 3-4s, 1940	65	Jun 16	54	Feb 2	65	June 16	..	..
St. Jo. & Gr. Isl. 1st g. 2-3-4s, 1947	80¾	Jun 10	68¼	Apr 29	78	July 15	..	..
St. L. & S. F. 2d g. 6s, Class A, 1906	116¼	Feb 15	111	May 2	111	May 5	..	..
Do., 2d g. 6s, Class B, 1906	116¼	Feb 17	111⅛	May 6	113½	July 14	113½	114
Do., 2d g. 6s, Class C, 1906	116¼	Feb 23	113	May 24	114	June 24	113½	114
Do., 1st g. 6s, Pierce C. & O., 1919	..	....	..	....	113¼	July, 96	..	..
Do., gen. g. 6s, 1931	120½	Jun 22	114	Apr 20	117½	July 15	..	..
Do., gen. g. 5s, 1931	106¾	Jun 30	98½	Apr 25	104⅛	July 16	..	..
Do., 1st trust g. 5s, 1987	100	Jun 23	92½	Apr 14	100	July 12	99	102
Ft. Smith & Van B. Bdg. 1st 6s, 1910	..	....	..	....	105	Oct 4, 97	..	..
St. L. & San Fran. R. R. g. 4s, 1996	79½	Jun 6	69	Apr 26	78	July 13	..	..
St. L. & San Fran., S. W. Div. 5s, 1947	96	Feb 15	90	Apr 6	95	July 14	..	..
St. Louis Southwest. 4s, cts., 1989	78	Jul 12	70	Apr 26	78	July 14	..	78½
Do, 2d g. 4s, inc. bond cts., 1989	32	Jul 12	25	Mar 25	31¼	July 15	30¾	31¼
St. Paul City Ry Cable con. g. 5s, 1937	..	....	..	....	90	No 8, 97	..	..
St. Paul & Duluth 1st 5s, 1931	117	Mar 7	115	Mar 12	117	Mar 14	115	120
Do., 2d 5s, 1917	109	Feb 16	105	Jun 27	106½	July 8	105	..
St. Paul, M. & M. 2d 6s, 1909	122¾	Jan 28	120	Jun 21	121⅜	July 7	121½	124
Do., Dakota exten. g. 6s, 1910	122	Jan 20	118½	Mar 25	120¾	June 16	120½	123½
Do., 1st con. g. 6s, 1933	129	Feb 24	128	Jan 5	129	June 7	128	131
Do., do., registered	..	....	..	....	119¾	Sept., 96	..	..
Do., do., reduced to g. 4½s	108¼	Feb 15	105½	May 10	107	July 8	106¾	107
Do., do., registered	..	....	..	....	106½	My 29,97	..	..
Do., Montana exten. 1st g. 4s, 1937	100½	Mar 4	94½	Jan 10	100	July 15	..	..
Do., do., registered	96	Feb 19	96	Feb 19	96	Feb 19	..	..
Minneapolis Union 1st g. 6s, 1922	122½	Jan 13	122½	Jan 13	122½	Jan 13	..	..
Montana Central 1st gtd. g. 6s, 1937	132	Jun 11	118½	Apr 19	127¼	July 8	127	128
Do., do., registered	..	....	..	....	115	Ap 24, 97	..	..
Do., 1st gtd. g. 5s, 1937	109½	Mar 18	107	Apr 29	109½	May 24	..	..
Eastern Minn. Div. 1st g. 5s, 1908	109	Jun 30	105½	Apr 12	109	June 30	..	..
Wilmar & Sioux Falls 1st g. 5s, 1938	..	....	..	....	111	No 23, 97	..	..
Do., do., registered	..	....	..	....	115	Ap 24, 96	..	..
San F. & N. P. 1st s. f. g. 5s, 1919	..	....	..	....	100½	Oct 20,97	..	..
Sav., Flor. & W. 1st con. g. 6s, 1934	..	....	..	....	114	Jan 25,97	..	..
Do., 1st g. 5s, 1934	..	....	..	....	104½	Oct 18,97	..	..
Seaboard & Roanoke 1st 5s, 1926	104¾	Feb 5	104¾	Feb 5	104¾	Feb 5	..	..
Seat., L. S. & E. 1st g. 6s, 1931, ass. pd.	80	Jan 21	42	Jan 6	80	Jan 25	..	..
South Carolina & Ga. 1st g. 5s, 1919	98	Feb 8	92	Apr 29	94	July 16	..	94½
Southern Pacific Co.—								
Gal., Harris & S. A. 1st g. 6s, 1910	107	Jan 20	107	Jan 20	107	Jan 20	..	..
Do., 2d g. 7s, 1905	105½	May 17	100	Jan 17	105½	May 17	..	..
Do., Mex. & Pac. Div. 1st g. 5s, 1931	96½	Apr 16	92	Jan 4	95¼	July 15	93	..
Hous. & Tex. C. 1st, W. & N. 7s, 1903	..	....	..	....	102	Nov., 94	125	..
Do., 1st g. 5s, interest gtd., 1937	110¾	May 27	107½	May 25	110½	July 8	..	..
Do., con. g. 6s, interest gtd., 1912	110	July 1	105	May 11	110	July 1	..	..
Do., gen. g. 4s, interest gtd., 1921	82½	Jul 7	76¾	Apr 2	82½	July 12	81	..
Morgan's La. & Tex. 1st g. 6s, 1920	..	....	..	....	114	No 17, 97	..	..
Do., 1st 7s, 1918	127	Feb 26	127	Feb 26	127	Apr 30	..	..
Ore. & Cal. 1st gtd. g. 5s, 1927	75	Jan 6	75	Jan 6	75	Jan 6	..	..
San An. & Ar. P. 1st gtd. g. 4s, 1943	67	Jul 15	55½	Apr 25	66½	July 16	..	..
Texas & New Orleans 1st 7s, 1905	110	Mar 17	110	Mar 17	110	Mar 17	..	..
Do., Sabine Div. 1st g. 6s, 1912	..	....	..	....	106¼	No 17, 97	..	..
Do., con. g. 5s, 1943	98¾	Feb 21	96½	Jan 8	97	July 15	95½	..
So. Pac. of Ari. gtd. 1st g. 6s, 1909-10	109¼	Jun 28	100¼	Jan 4	106½	July 16	105½	..
So. Pac. of Cal. 1st g. 6s, 1905-12	110	Jan 24	106¾	May 20	106¾	May 20	107	..
Do., do., 1st con. gtd. g. 5s, 1937	100¼	Jul 15	92½	Jan 6	100¼	July 15	97	..
Austin & Northw. 1st gtd. g. 5s, 1941	87¼	Jan 15	81¾	Jul 16	81¾	July 16	81	..
So. Pac. of N. M. 1st g. 6s, 1911	110¼	Jun 28	105½	Jan 5	108½	July 15	106	..
Southern Rway 1st con. g. 5s, 1994	96	Jun 6	87	Apr 28	94	July 16	94	94¼
East Tenn. reor. lien g. 4-5s, 1938	100	Feb 3	96	Jan 19	98	July 11	..	..
Alabama Cent. R. 1st g. 6s, 1918	..	....	..	....	112¼	Au 17, 97	..	..
Colum. & Greenville 1st g. 5-6s, 1916	..	....	..	....	119	De 22, 97	..	..
East Tenn., Va. & Ga. 1st 7s, 1900	108	Jun 13	105½	Jul 14	105½	July 15	..	..
Do., divisional g. 5s, 1930	115	Feb 10	112½	Feb 28	114	July 8	..	..
Do., con. 1st g. 5s, 1956	111½	Feb 9	107	Apr 16	110	July 13	..	..
Georgia Pac Ry 1st g. 5-6s, 1922	123	Jun 6	118	Apr 13	122	June 15	..	..
Knoxville & Ohio 1st g. 6s, 1925	117½	Feb 18	112	Apr 28	117	June 7	..	..
Richmond & Danville con. g. 6s, 1915	125¼	Jun 24	118	Apr 16	125¼	June 24	..	..
Do., equip. sink. fund g. 5s, 1909	..	....	..	....	101	No 22, 97	..	..
Do., deb. 5s, stamped, 1927	105	Feb 19	95	May 3	96	June 3	..	..
Va. Midland gen. 5s, 1936	107¾	Jul 12	100	Mar 24	107¾	July 12	..	107⅞
Do., do., gtd., stamped, 1936	107	Jun 8	102	Apr 14	107	June 8	..	107⅞
Wash., Ohio & W. 1st cy. gtd. 4s, 1924	..	....	..	....	84	Au 10, 97	..	..
West. No. Car. 1st con. g. 6s, 1914	116½	Jan 11	110½	Apr 22	113	May 9	..	..
Memphis Div. 1st gtd. 4-4½-5s, 1996	..	....	..	....	..	....	90	..
Term. Ass. of St. L. 1st g. 4½s, 1939	110½	Feb 19	109	May 18	110½	July 8	..	..
Do., 1st con. g. 5s, 1894-1944	109¼	Jan 12	105½	Apr 14	109	July 11	108¾	..
St. L. Mhts.' Bge. Ter. gtd. g. 5s, 1930	..	....	..	....	103	Oct 27,97	..	..
Tex. & Pac. Ry, E. Div. 1st g. 6s, 1905	110½	Feb 14	109	Jan 18	110½	June 21	..	..
Do., 1st g. 5s, 2000	106½	Jul 7	96½	Mar 12	105¼	July 16	105½	106
Do., 2d g. income 5s, 2000	44½	Jul 13	28	Jan 4	43¼	July 16	43¼	43½
Third Avenue 1st g. 5s, 1937	124	Feb 21	117¼	Apr 26	122½	June 20	121½	..
Toledo & Ohio Central 1st g. 5s, 1935	105	Jun 13	102½	Jan 3	104	July 11	102	..
Do., Western Div. 1st g. 5s, 1935	103½	Jan 7	102½	Jan 3	103	July 6	..	..
Kanawha & Mich. 1st gtd. g. 4s, 1990	82½	Feb 23	76	May 26	79	July 8	78	81
Toledo, Peo. & W. 1st g. 4s, 1917	72½	Jan 7	69½	Mar 22	72	May 10	..	..
Tol., St. L. & K. C. 1st g. 6s, 1916, t. r.	90	Jan 10	85½	Apr 4	87	July 13	..	..
Ulster & Delaware 1st c. g. 5s, 1928	104	Jan 7	98	Jun 4	100	July 14	..	..
U. P. RR. and ld. grt. g. 4s, 1947	98¾	Jun 27	88½	Apr 21	96⅞	July 16	96⅝	96¾
Do., Tr. Co. cts. g. 4½s, 1918	57½	Jul 16	44	Apr 22	55⅝	July 16	55½	56
Kansas Pacific 1st g. 6s, 1896	..	....	..	....	114	Sep 29,97	..	..
U. P., D. & G. t. r., 1st con. g. 5s, 1939	70½	Jul 14	48½	Jan 6	69⅛	July 16	69¼	69½
Wabash Railroad Co. 1st g. 5s, 1939	110½	Jun 24	104½	Mar 12	110¼	July 16	110	110⅝
Do., 2d g. 5s, 1939	87	Jul 12	74½	Mar 24	86¾	July 16	86½	87
Do., deb., Series B, 1939	29⅞	Jan 12	21	Apr 27	27¾	June 28	27	28
Do., 1st g. 5s, Det. & Chi. ext., 1941	105½	Jun 21	97	Apr 19	102½	July 1	..	..
St. L., K.C. & N.St.C.B. 1st g. 6s, 1908	110	Jan 5	108½	Mar 12	110	June 7	..	..
West. N. Y. & Penn. 1st g. 5s, 1937	110	Jun 29	103	Apr 25	108½	July 13	108	110
Do., gen. g. 3-4s, 1943	55	Feb 7	47¼	Apr 26	54¼	July 14	54	54⅝
Do., inc. 5s, 1943	16	Feb 7	10	Jan 7	15	July 5	14½	15½
West Chi. St. 40-year con. 5s, 1936	..	....	..	....	99	De 28, 97	..	..
West Va. Cent. & Pitts. 1st g. 6s, 1911	..	....	..	....	107¼	Oct 21,97	..	..
Wheel. & L. E. 1st g. 5s, 1926	101½	Feb 16	100½	Jan 11	101½	Mar 7	..	..
Do., 1st g. 5s, 1926, trust receipts	103	Mar 1	100	Mar 18	100	Mar 18	..	..
Do., Wheel. Div. 1st g. 5s, 1928	90	Mar 18	90	Mar 18	90	May 26	96	100
Do., exten. & imp. g. 5s, 1930	92½	Mar 11	92½	Mar 11	92½	Mar 11	..	..
Do., con. g. 4s, 1992	..	....	..	....	62¼	July, 96	32	..
Wisconsin Cen. Co. 1st tr. g. 5s, 1937	..	....	..	....	34	No 16, 97	..	..
Do., Eng. Trust Co. cts	47½	Jan 18	33½	Jan 3	45⅛	July 16	45	45½
Do., income g. 5s, 1937	7½	Jan 17	4	Jul 12	6	July 12	..	..

MISCELLANEOUS BONDS.

	Range for Year 1898.							
	Highest.		Lowest.		Last Sale.		Bid.	As'd.
Adams Express col. tr. 4s, 1948	99½	Jun 28	98½	Jun 27	99	July 15	98¾	99¼
American Cotton Oil deb. g. 8s, 1900	109	Jan 10	102½	Mar 14	108	July 15	107¾	..
American Spts. Mfg. Co. 1st g. 6s, 1915	86	Jun 27	64	Mar 14	84	July 11	..	85
Boston Un. Gas tr. cts., sk. fd. g. 5s, 1939	91	Jan 7	90¼	Jan 26	90¼	Jan 26	..	..
B'klyn Union Gas Co 1st con. g. 5s, 1945	115	Jun 1	109½	Apr 27	114⅞	July 12	..	..
B'klyn Whf. & W.H. Co. 1st g. 5s, 1945	100½	Jan 28	92	Apr 23	93⅞	July 6	..	..
Chi. Jc. & Stk. Yds. col. g. 5s, 1915	105	Jan 7	105	Jan 7	105	Jan 7	110	..
Colorado Coal & Iron 1st con. g. 6s, 1900	100½	Jul 14	95	Jan 6	100½	July 14	..	..
Col. Coal & Iron Dev. Co. gtd. 5s, 1909	..	....	..	....	59	May, 93	..	..
Col. Fuel & Iron gen. s. f. g. 5s, 1943	84	Jan 12	80	May 9	80	May 27	..	..
Colorado Fuel Co. gen. g. 6s, 1919	104	Jan 13	100	Jan 10	104	Jan 13	..	..
Commercial Cable Co. 1st g. 4s, 2397	105½	Feb 3	101½	Apr 28	101⅛	Apr 28	..	..
Do., registered	104	Feb 16	104	Feb 16	104	Feb 16	..	..
Detroit Gas Co. 1st con. g. 5s, 1918	103	Feb 2	89	May 20	95	July 11	95	..
Detroit City Gas 5s	95½	Jun 29	90	May 20	92⅜	July 15	92	92¼
Edison El. Ill. N. Y. 1st conv. g. 5s, 1910	112¾	Feb 18	108	Apr 9	111	June 22	..	..
Do., 1st con. g. 5s, 1995	119	Jun 3	114½	Mar 25	116½	July 12	114¾	..
Do., Brooklyn 1st g. 5s, 1940	..	....	..	....	113½	Jly 28, 97	..	..
Eq. Gas & Fuel of N. Y. 1st	102	Feb 14	102	Feb 14	102	Feb 14	..	..
Erie Tel. & Tel. 5s	98¼	Mar 9	98¼	Mar 9	98¼	Mar 9	..	..
Gen. Electric Co. deb. g. 5s, 1922	104	Jun 22	96	Apr 26	104	June 22	103½	..
Grand River Coal & Coke 1st g. 6s, 1919	..	....	..	....	95⅛	Jan 19,97	..	..
Hend'son Bdge Co. 1st sk. fd. g. 6s, 1931	..	....	..	....	111	Au 23, 97	..	..
Illinois Steel Co. deb. 5s, 1910	..	....	..	....	97	Oct., 95	..	..
Do., non-conv. deb. 5s, 1913	..	....	..	....	70	Ap 23, 97	..	..
Jeff'sn & Clearfd. C. & Ir. 1st g. 5s, 1926	..	....	..	....	107	My 22,97	..	..
Do., 2d g. 5s, 1926	..	....	..	....	80	May 4,97	..	..
Lac. Gas L. Co. of St. L. 1st g. 5s, 1919	105¼	Jan 31	100	Apr 18	105	July 16	104½	105
Madison Sq. Garden 1st g. 5s, 1919	..	....	..	....	102	Jly 8, 97	..	..
Manh. Br. H. & L. lim. gen. g. 4s, 1940	..	....	..	....	55	July, 96	..	..
Mich. Penin. Car Co. 1st g. 5s, 1942	..	....	..	....	85	Jun 5, 97	..	..
National Starch Mfg. Co. 1st g. 6s, 1920	108	Jun 8	105	Jan 11	108	July 11	105	..
N.Y. & N.J. Telephone gen. g. 5s, 1920	..	....	..	....	108	Jun 4, 97	..	..
N. Y. & Ontario Land 1st g. 6s, 1910	..	....	..	....	92¼	May, 96	..	..
Peo. Gas & C. Co. 1st gtd. g. 6s, 1904	..	....	..	....	111	No 16, 97	..	..
Do., 2d gtd. g. 6s, 1904	109	Feb 4	102	Mar 29	102	Mar 29	..	..
Do., 1st con. g. 6s, 1943	120	Jan 19	115	Jun 27	115	July 12	..	..
Do., refunding 5s, 1947	..	....	..	....	..	....	106	..
Chi. Gas Lt. & Coke 1st gtd. g. 5s, 1937	106¼	Jan 24	103	Mar 28	105¾	July 12	..	104
Con. Gas Chi. 1st gtd. g. 5s, 1936	105½	Feb 10	101	Apr 19	104	July 14	..	..
Eq. Gas & Fuel Chi. 1st gtd. g. 6s, 1905	108	May 10	102	Jul 12	102½	July 12	..	..
Pleasant Valley Coal 1st g. 6s, 1920	..	....	..	....	106¾	Oct., 95	102½	..
Procter & Gamble 1st g. 6s, 1940	113	Apr 4	113	Apr 4	113	Apr 4	..	..
So. Yuba W. Co. of N. Y. con. g. 6s, 1923	..	....	..	....	101	Fe 19, 97	..	..
Stand. Rope & Tw. Co. 1st g. 6s, 1946	72	Jul 12	51	Mar 12	70	July 13	70	72
Do., inc. g. 5s, 1946	17	May 25	11	Mar 23	16	July 15	16¼	16½
Tenn. Coal, I. & R.T. Div. 1st g. 6s, 1917	86	Feb 23	79	May 9	82	May 11	..	..
Do., Birm. Div. 1st con. 6s, 1917	89	Jun 14	79	Mar 25	85	July 14	..	..
Cahaba Coal M. Co. 1st gtd. g. 6s, 1922	..	....	..	....	81	No 6, 96	..	..
De Bardeleben C. & I. Co. gtd. g. 6s, 1910	83	Jan 26	83	Jan 26	83	Jan 26	..	..
U. S. Leather Co. s. f. deb. g. 6s, 1913	116	Feb 18	111¼	May 5	114½	July 11	114½	..
United States Mortgage & Trust Co.—								
Real estate 1st g. col. trust bonds—								
Series C, 5s, 1900-1915	..	....	..	....	..	....	102½	..
Series D, 4½s, 1901-1916	..	....	..	....	..	....	100½	..
Series E, 4s, 1907-1917	..	....	..	....	..	....	100	..
Series F, 4s, 1906-1918	..	....	..	....	..	....	100½	..
Western Union deb. 7s, 1875-1900	105½	Feb 25	105½	Feb 25	105½	Feb 25	..	..
Do., do., registered	105½	Jan 14	105	Mar 11	105	Mar 11	..	..
Do., debenture 7s, 1884-1900	..	....	..	....	106	Sep 30,97	..	..
Do., collateral trust cur. 5s, 1938	111	Jan 14	105	Apr 21	110	July 15	..	..
Mutual Union Tel. sk. fd. 6s, 1911	111	Mar 16	111	Mar 16	111	Mar 16	..	..
Northwestern Telegraph 7s, 1904	..	....	..	....	107	Mar., 89	..	..
Western Gas Co. col. trust g. 5s, 1933	101	Mar 16	101	Mar 16	101	Mar 16	..	..
Wheel., L.E. & Pitts. Coal 1st g. 5s, 1919	..	....	..	....	..	....	20	..

CALENDAR FOR THE WEEK.

Wednesday, July 20.

Cleveland, Cincinnati, Chicago and St. Louis Railroad—Dividend payable on preferred stock.
Delaware, Lackawanna and Western Railroad—Dividend payable.
Homestake Mining Company—Books close.
Huntingdon and Broad Top Mountain Railroad and Coal Company—Books closed for dividend on preferred stock.
Madison (Wis.) Gas Company—Dividend payable.
Pacific Coast Company—Dividend payable on first and second preferred stocks.
Saratoga Gas, Electric Light and Power Company—Books close for dividend on preferred stock.
Texas and Pacific Coal Company—Dividend payable.
Western Gas Company—Dividend payable.

Thursday, July 21.

Albany Railway—Books close.
Columbus (Ohio) Street Railway—Books close.
New Orleans and Carrollton Street Railway—Dividend payable.
Omaha Water Company—Dividend payable on first preferred stocks.
St. Charles Street Railway, New Orleans—Dividend payable.
Western Gas Company—Books open.

Friday, July 22.

Central Railroad of New Jersey—Books open.
People's Bank, Brooklyn—Books close.
Quincy Mining Company—Books close.

TRANSACTIONS AND CHANGES.

On the Stock Exchange for the week ended Saturday, July 16, total transactions included 1,395,893 shares of stock, $23,877,260 bonds, with no Government and $25,000 State bonds.

In detail the week's dealings compare as follows with those of the corresponding week last year:

STOCKS.

	July 17, 1897.	July 16, 1898.		Differences.
R. R. & Miss.	1,314,550	1,395,893	Inc.	81,343
Banks	300	127	Dec.	173
Mining	2,200	5,100	Inc.	2,900

BONDS.

	July 17, 1897.	July 16, 1898.		Differences.
R. R. & Miss.	$10,941,800	$23,877,260	Inc.	$12,935,460
State	36,000	25,000	Dec.	11,000
Government.	39,200	....	Dec.	39,200

⁂

Net changes in stocks for the week of 1 per cent. or more were:

Stocks Advanced.

Am. Malting	1	Ill. Steel Co.	1
Am. Malting pf.	1¼	Kansas City, P. & G.	1⅝
Am. Tobacco pf.	4⅛	St. J. & G. I. 1st pf.	1
Central Pacific	1⅛	St. P., M. & M.	1
Chicago & N. W. pf.	1¼	U. S. Rubber	2
C., M. & St. P. pf.	3		

Stocks Declined.

Am. Sp. Mfg.	1¼	Louis. & Nash.	1⅜
Am. Sp. Mfg. pf.	2½	Met. Street Ry.	6⅞
Am. Tobacco	2⅝	Michigan Central	2
Am. Steel & Wire	1½	Missouri Pacific	1¼
Baltimore & Ohio	1	National Lead	1½
Brooklyn R. T.	1½	N. J. Central	1½
Canada Southern	1⅛	N. Y. Central	2½
Chi. & N. W.	1⅝	N. Y. C. & St. L. 2d pf.	1⅛
Chi., B. & Q.	1⅞	Norfolk & Western pf.	1
C., C., C. & St. L.	2⅝	Northern Pacific	1½
C., M. & St. P.	2	Northern Pacific pf.	1½
Chi., R. I. & Pac.	1⅜	People's Gas, Chicago	2⅝
Col. Fuel & Iron	2½	Pullman Car	1⅞
Consolidated Gas	5½	Reading	2⅝
Del. & Hudson	3¼	Reading 1st pf.	3⅝
Den. & R. G. pf.	1¼	Reading 2d pf.	2½
Des M. & Ft. D.	1	St. P. & Omaha	1⅛
Detroit Gas	4⅝	Third Avenue	5
Erie 1st pf.	1½	Union Pacific pf.	1
General Electric	1⅜	West Chicago Street	1⅜
Great Northern pf.	2	Western Union Tel.	1
Hawaiian Sugar	3		
L. E. & Western pf.	1½		

⁂

Net changes in bonds for the week of 1 per cent. or more were:

Bonds Advanced.

Cent. of Ga. con. 5s.	1½	St. L. Southw. 1st.	1½
Chi. Gas, L. & C. 1st.	1⅝	St. L. Southw. 2d.	1½
Green Bay deb. B.	2¼	San A. & A. Pass 4s.	1½
K. C., P. & G. 1st.	2⅝	So. P., Cal., con. 5s.	1⅝
Mo., K. & T. 2d.	1½	Texas Pac. 2d.	2⅝
Mo. Pac., trust 5s.	2	T., St. L. & K. C. 1st, t. r.	1
Mo. Pac. coll. 5s.	4½	U. P., Col., tr. 4½s, t. r.	6⅝
O. & Miss. 2d con. 7s.	1¼	U. P., D. & G. 1st, t. r.	3⅝
O. & M., Sp. Div. 7s.	1	Wis. Cent. 1st, t. r.	3⅝
Om. & St. L. 1st.	2½		
Or. Sh. Line, inc. A.	1¼		
Pitts. & West. 4s.	5		
St. L. & I. M. 5s.	1		

Bonds Declined.

Brook. El. 1st, t. r.	1	N. Y. C. & St. L. 1st.	1
Cin. & Northw. s. f. 6s.	1⅛	N. Y. & S. W. gen.	1
Kings Co. El. 1st.	2⅝	Roch. & Pitts. con.	1
Kan. C. & Pac. 1st.	2½	Reading gen. 4s.	1⅛

CLEARING HOUSE COMPARISONS.

Exchanges week ending July 16	$720,893,050
Balances week ending July 16	47,100,838
*Exchanges week ending July 9	617,814,853
*Balances week ending July 9	44,564,178
Exchanges week ending July 2	826,863,622
Balances week ending July 2	62,660,979
Exchanges week ending June 25	655,289,867
Balances week ending June 25	43,167,523
Exchanges week ending June 18	763,433,231
Balances week ending June 18	47,170,993
Exchanges week ending June 11	747,874,044
Balances week ending June 11	37,216,835
*Exchanges week ending June 4	719,788,431
*Balances week ending June 4	41,451,405
Exchanges week ending May 28	706,878,309
Balances week ending May 28	40,433,231
Exchanges week ending May 21	756,408,491
Balances week ending May 21	44,270,061
Exchanges week ending May 14	819,486,982
Balances week ending May 14	46,850,109
*Exchanges week ending May 7	778,748,624
*Balances week ending May 7	42,742,666
Exchanges week ending April 30	631,653,506
Balances week ending April 30	41,238,796
Exchanges week ending April 23	628,188,250
Balances week ending April 23	35,903,111
Exchanges week ending April 16	630,947,708
Balances week ending April 16	35,834,274
Exchanges week ending April 9	665,828,308
Balances week ending April 9	36,559,229
Exchanges week ending April 2	782,961,674
Balances week ending April 2	58,889,842
Exchanges week ending March 26	611,838,204
Balances week ending March 26	38,966,193
Exchanges week ending March 19	785,675,895
Balances week ending March 19	48,968,653
Exchanges week ending March 12	732,221,310
Balances week ending March 12	39,548,544
Exchanges week ending March 5	904,747,877
Balances week ending March 5	50,181,172
*Exchanges week ending Feb. 26	803,511,568
*Balances week ending Feb. 26	41,639,433
Exchanges week ending Feb. 19	996,600,610
Balances week ending Feb. 19	48,226,399
*Exchanges week ending Feb. 12	725,199,643
*Balances week ending Feb. 12	37,429,764
Exchanges week ending Feb. 5	928,210,938
Balances week ending Feb. 5	54,212,451
Exchanges week ending Jan. 29	825,018,146
Balances week ending Jan. 29	51,576,574
Exchanges week ending Jan. 22	852,827,085
Balances week ending Jan. 22	46,661,532
Exchanges week ending Jan. 15	891,167,281
Balances week ending Jan. 15	46,965,003
Exchanges week ending Jan. 8	1,042,897,394
Balances week ending Jan. 8	62,870,869
*Exchanges week ending Dec. 31	739,857,261
*Balances week ending Dec. 31	39,290,991
*Exchanges week ending Dec. 24	629,611,113
*Balances week ending Dec. 24	36,617,401
Exchanges week ending Dec. 18	865,245,517
Balances week ending Dec. 18	55,779,441
Exchanges week ending Dec. 11	783,921,643
Balances week ending Dec. 11	45,229,124
Exchanges week ending Dec. 4	793,330,906
Balances week ending Dec. 4	43,451,912

*Five days.

OUTSIDE SECURITIES.

Following are the latest quotations for securities not listed or inactive on the Stock Exchange. These quotations are compiled from reports made to The New York Times by many of the most active and reputable commission brokers. Information is solicited from all persons interested. Address FINANCIAL EDITOR, THE NEW YORK TIMES.

Street Railways.

	Bid.	Asked.
Atlantic Avenue gen. m. 5s	105	110
Atlantic Avenue con. m. 5s	108	109½
Atlantic Avenue imp. 5s	85	..
Bleecker St. & F. F'y stock	33	37
Bleecker St. & F. F'y 1st 7s	109	105
Broadway & Seventh Avenue	212	220
Broadway & Seventh Av. 1st	106	110
Broadway & Seventh Av. 2d	111	112
Broadway Surface 1st 5s	115	117
Broadway Surface 2d	106	107
Brooklyn, Bath & W. E. 5s	85	88
Brooklyn City R. R. 1st m. 5s	112	114
Brooklyn City Railroad	212	214
B'lyn City & Newtown stock	200	210
B'lyn City & Newtown 1st 5s	118	118
Brooklyn El., when issued	24	25
Brooklyn El. pf., when issued	59	60
B'klyn, Queens Co. & Sub'n 5s	106	108
Buffalo Crosstown 5s	107	110
Buffalo Street Railway stock	79¾	81
Buffalo Street Ry. 1st consols	109	111
Central Cross-Town	250	--
Central Cross-Town 1st 6s	119	..
Central Park, N. & E. River	177	185
Central Park, N. & E. River 7s	110	113
Christopher & Tenth Street	155	165
Christopher and Tenth St. 1st	101	104
Citizens' Ry. (Indianapolis) 5s	75	80
Cleveland City Railway	55	60
Cleveland Cable 1st 5s	103	104½
Cleveland Electric Railway	58	62
Cleveland Electric con. 5s	104	108
Coney Island & Brook. stock	200	210
Coney Island & B'lyn 1st 5s	103	107
C. I. & B'lyn 5 per cent. ctfs.	101	..
Columbus (Ohio) stock	48	50
Columbus (Ohio) cons. 5s	97	100
Columbus Cross-Town 1st 5s	100	103
D. D., E. B'way & B. stock	180	200
D. D., E. B'way & B. 1st 5s	115	117
D. D. & B'y & B. 5 p. c. scrip	101½	103
Eighth Avenue	335	345
Eighth Avenue 6 p. c. scrip	105	110
42d St. & Grand Street	335	..
42d St., Man. & St. Nich. Av.	60	64
42d St., Man. & St. N. Av. 1st	113	116
42d St., Man. & St. Nich. Av. 2d	90	91
Kings County Elevated	6	9
Kings County incomes	8	11
Louisville St. Ry. com.	34	38
Louisville St. Ry. pref.	96	100
Nassau Elec. 1st 5s, (B'lyn)	103½	106
New Orleans Traction com.	1	2
New Orleans Traction pf.	7	9
New Orleans Traction notes	..	75
North Shore Traction com.	11	14
North Shore Traction pf.	77	79
Ninth Avenue	183	190
Providence & Pawtucket 1st	103	..
Richmond Traction 5s, 1925	105	106
Rochester Ry.	9	12
Rochester Ry. con. 5s	97	99
Second Avenue stock	170	174
Second Avenue 1st m. 5s	108	110
Second Avenue consol. 5s	113¾	114½
Scranton Traction	8	10
Sixth Avenue R. R. stock	200	210
South Ferry 1st 5s	107	112
S. I. Rapid Transit 1st 6s	107	..
S. I. Rapid Transit 2d	60	70
Steinway R. R. Co. 6 p. c. 1st	115	117
Third Avenue Railroad	174	177
Twenty-third Street	310	..
Twenty-third Street deb. 5s	103	107
Twin City R. Transit Co. com.	10	20
Twin City R. Transit Co. pf.	90	100
Union Railway 1st 5s	113	114
Union Railway	175	190
West Chicago Street	91	93
West End (Boston)	84½	86
West End (Boston) pf.	104¾	105½
Worcester Traction common	14	17
Worcester Traction pf.	92	94

Ferry Securities.

	Bid.	Asked.
Hoboken Ferry stock	89	91
Hoboken Ferry 5s	106¾	108
Metropolitan Ferry 5s	108	110
N. Y. & E. R. Ferry 5s	90	93
N. Y. & E. R. Ferry stock	69	71
Union Ferry	42½	43½
Union Ferry bonds	100	102

Trust Companies, &c.

	Bid.	Asked.
American Surety	155	175
Atlantic	135	140
Bond & Mort. Guar. Co.	190	..
Brooklyn	..	400
Central	1360	..
Colonial	192½	197½
Continental	187½	..
Farmers' Loan & Trust	900	950
Fifth Avenue	340	360
Franklin	..	232
German-American R. E.	..	80
Guaranty	425	..
Hamilton	230	235
Kings County	280	..
Knickerbocker	240	..
Lawyers' Surety	100	110
Lawyers' Title Ins.	150	160
Long Island Loan & Trust	220	225
Manhattan	165	--
Manufacturers', Brooklyn	235	..
Mercantile	400	..
Metropolitan	300	..
Nassau	150	..
National Surety	..	202
N. Y. Life Ins. & Trust Co.	1175	..
N. Y. Security & Trust	365	..
People's	..	256
Produce Exchange	200	202
Real Estate Trust Co.	200	..
State	200	210
Title Guarantee & Trust	277½	282½
Union	1040	--
U. S. Mortgage & Trust	280	..
United States	1175	..
Washington	225	..

Insurance Companies.

	Bid.	Asked.
Citizens'	105	111
Commonwealth	95	105
Continental	400	..
Eagle	235	245
Empire City	..	100
Farragut	..	100
German-American	410	450
Germania	230	260
Greenwich	150	..
Hamilton	105	110
Hanover	140	145
Home	190	200
Kings County	165	175
Nassau, Brooklyn	150	..
New York	108	112
Niagara	155	..
North River	125	..

Insurance Companies—Continued.

	Bid.	Asked.
Pacific	145	150
Phenix, Brooklyn	170	175
Peter Cooper	116	125
Rutgers	--	116
Stuyvesant	75	85
United States	110	120
Westchester	220	--
Williamsburg City	380	--

Banks.

	Bid.	Asked.
America	350	360
American Exchange	162	168
Astor Place	220	--
Bowery	..	300
Broadway	225	235
Butchers & Drovers'	65	--
Central	160	--
Chase	265	..
Chatham	290	..
Chemical	3800	4000
Citizens'	..	130
City	1000	1200
Colonial	130	..
Columbia	150	..
Commerce	200	206
Continental	125	130
Corn Exchange	270	280
East River	125	..
Eleventh Ward	225	--
Fifth Avenue	2900	3300
Fifth National	225	..
First National	2500	..
First Nat. of Staten Island	..	160
Fourth National	170	182
Fourteenth Street	130	160
Gallatin	300	..
Gansevoort	..	90
Garfield	950	..
German-American	112	117
Germania	385	..
German Exchange	265	..
Greenwich	165	..
Hamilton	105	--
Hanover	385	..
Hide & Leather	85	95
Home	..	155
Hudson River	140	..
Importers & Traders'	465	500
Irving	147½	..
Leather Manufacturers'	170	180
Liberty	135	..
Lincoln	750	800
Manhattan	220	230
Market & Fulton	225	235
Mechanics'	170	180
Mechanics & Traders'	114	118
Mercantile	167	..
Merchants' Exchange	117	..
Merchants'	145	150
Metropolis	400	..
Mount Morris	100	..
Mutual	100	120
Nassau	150	..
National Union	220	230
New Amsterdam	250	..
New York	230	..
New York County	800	..
New York National Exchange	..	80
Nineteenth Ward	..	110
Ninth National	90	95
North America	135	--
Oriental	140	..
Pacific	180	185
Park	300	308
People's	200	..
Phenix	90	92
Plaza	190	..
Produce Exchange	110	117
Republic	150	..
Riverside	180	200
Seaboard	175	..
Second National	450	..
Seventh National	110	120
Shoe & Leather	93	98
Sixth National	250	..
State of New York	103	..
Tradesmen's	97½	..
Twelfth Ward	125	..
Twenty-third Ward	100	..
Union Square	175	..
Western	150	160
West Side	275	..
Yorkville	175	..

Guaranteed Stocks.

	Bid.	Asked.
Bald Eagle Valley	195	200
Beech Creek	99	101
Boston & Providence	275	277
Cayuga & Sus.	198	205
Columbus & Xenia	200	--
Delaware & Bound Brook	169	172
Detroit, Hillsdale & S. W.	99½	..
Erie & Pittsburg	138	142
Fort Wayne & Jackson pf.	130	..
Gold & Stock Tel. Co.	112	115
Kal, Allegan & G. Rapids	145	150
Kan. City, St. L. & C. pf.	140	145
Little Miami	182½	185
Louisiana & Mo. R. pf.	165	..
Mahoning Coal	100	..
Mahoning Coal pf.	106	..
Naugatuck	245½	..
New York & Harlem	335	350
N. Y., Lack. & Western	112	124
Norwich & Worcester pf.	200	..
Old Colony	185	188
Oswego & Syracuse	202	..
Pacific & Atlantic Tel.	70	..
Peoria & Bureau Valley	182	..
P., Ft. W. & Chi. special	160	..
Pitts., McK. & Yough.	135	..
Providence & Worcester	260	..
Rome & Clinton	125	..
Troy & Greenbush	140	..
Utica & Black River	160	..
United N. J. R. R. & C. Co.	255	256
Valley of New York	112	113
Warren	166	170

Industrial and Miscellaneous.

	Bid.	Asked.
Acker, Merrall & Condit 6s	95	99
American Bank Note Co.	39	41½
American Brake	90	92
American Grocery 1st pf.	..	9
American Press Association	100	110
American Soda Fountain Co.	4	8
American Soda Fountain 1st pf.	45	55
American Soda Fountain 2d pf.	15	25
Am. Typefounders, new stock	36	38
Atlantic Mu. Ins. scrip, 1897	103	105
American Graphophone	130	135
American Graphophone pf.	132½	142½
Anderson Tobacco	9	13
Automatic Vending	25	..
Barney & Smith Car common	13	16
Barney & Smith Car pf.	..	65
Barney & Smith Car 6s	97	100
Bliss, E. W	85	100
Bliss, E. W., pf.	102½	110
Carter-Crume pf.	37½	..
Celluloid Company	66	70
Central & South Amer. Tel.	103	104½

Industrial and Miscellaneous—Continued.

	Bid.	Asked.
Ches. & Pot. Tel. stock	50	60
Chesebrough Mfg. Co.	365	385
Claflin (H. B.) 1st pf.	94	97½
Claflin (H. B.) 2d pf.	90	..
Commercial Cable	175	180
Consolidated Car Heating	32	38
Consolidated Fireworks com.	..	10
Consolidated Fireworks pf.	35	..
Cramps' Ship & Eng. Bldg.	70	75
Diamond Match Co.	136½	137½
Electro-Pneumatic, as. pd.	1¼	1¾
Empire & Bay State Tel.	68	78
Eastman Kodak Co.	95	100
Erie & Western Trans.	70	90
Electric Vehicle	8	10½
Electric Vehicle pf.	70	80
Glucose Sugar Refining com.	50	50½
Glucose Sugar Refining pf.	105	106
Gorham Mfg. Co. common	..	90
Gorham Mfg. Co. pf.	110	114
Great Falls Ice	110	125
Hecker-Jones-Jewell Milling pf.	35	38
Hecker-Jones-Jewell M. bonds	85	90
Herring-Hall-Marvin com.	¼	1½
Herring-Hall-Marvin pf.	6	9
Hoboken Land & Imp.	100	..
Hoboken Land & Imp. 5s	105	..
Hudson River Telephone	69	73
International Paper	36	38
International Paper pf.	85	87
International Paper 6s	104	107
Iron Steamboat	2½	4¾
Iron Steamboat 6s	55	60
J. B. Stetson com.	45	..
J. B. Stetson pf.	100	110
Journeay & Burnham com.	..	22
Journeay & Burnham pf.	70	75
Lanston Monotype	80	87½
Lorillard pf.	112	113½
Madison Square Garden stock	..	5
Madison Square Garden 2d 6s	25	40
Mechanical Rubber com.	7	14
Mechanical Rubber pf.	20	40
Mergenthaler Linotype	177	180
Mich. Pen. Car com.	9	11
Mich. Pen. Car pf.	49½	51
Mich. Pen. Car 1st 5s	84	89
Mosler Safe Co. pf.	..	105
National Saw pf.	..	25
National Casket Co.	60	80
National Wall Paper deb. stock	..	50
N. Y. Loan & Imp.	50	..
National Biscuit	30	32
National Biscuit pf.	91	92½
N. Y. Biscuit bonds 6s	114	116
New Jersey Zinc & Iron	100	..
New York Air Brake	45	46¼
N. Y. & N. J. Telephone	150½	151½
Nicaragua Construction	7	10
Northwestern Telegraph	112	117
Old Dominion Steamship	85	95
Penn. Coal	354	356
Penn. Salt Manufacturing	102	104
Penn. Water com.	10	12
Phil. & Wil. Steamboat	130	142½
Pneumatic Gun Carriage	2¾	3¾
Pratt & Whitney com.	4	8
Pratt & Whitney pf.	40	50
Procter & Gamble	245	..
Procter & Gamble pf.	160	165
R. I. Perkins Horseshoe	..	10
R. I. Perkins Horseshoe pf.	..	50
Safety Car Heating & Light	95	100
Simmons Hardware com.	103	..
Simmons Hardware pf.	116	120
Singer Mfg. Co.	405	420
Standard Oil	412	413
Susquehanna Coal 6s	115	..
Swift & Co.	94	97
Swift & Co. 1st pf.	106	..
Texas & Pacific Coal	50	55
Texas & Pacific Coal 1st	102	..
Trenton Potteries com.	9	11
Trenton Potteries pf.	38	42
Trow Directory pf.	33	38
Union Switch & Signal	63	66
Union Switch & Signal pf.	110	116
Union Typewriter com.	6½	8
Union Typewriter 1st pf.	94	95
Union Typewriter 2d pf.	87½	90
U. S. Glass com.	..	26
U. S. Glass pf.	70	90
Wagner Palace Car	166½	167½
Westinghouse Air Brake	490	..
Wool Exchange of New York	110	120
Worthington Pump	24	29
Worthington Pump pf.	88	92

Gas Companies.

	Bid.	Asked.
Baltimore Consolidated	64⅝	65
Baltimore Con. 1st 5s	108	..
Buffalo (N. Y.) 1st w. l.	95¾	96
Buffalo (N. Y.) stock	24	24½
Central (N. Y.)	175	..
Central Union Gas bonds	104½	105
Central Union Gas con. deb. 5s	108	111
Chicago Consumers' 1st 5s	103	106
Chi. Eq. Gas L. & F. 1st 6s	102½	105
Chi. P. Gas & C. 1st 6s	107	110
Chi. P. Gas & C. 2d 6s	106	109
Chi. P. Gas & C. con. 6s	115	118
Chicago P. Gas refunding 5s	103	106
City Gas (Norfolk, Va.)	36	38
City Gas (Norfolk, Va.) 1st 6s	98	102
Columbus (Ohio) Gas stock	86	90
Columbus (Ohio) 1st 5s	98	101
Consolidated Gas (N. J.) bonds	75	80
Consolidated Gas of N. J.	16	21
Consumers' Gas (Jersey City)	75	80
Con. Gas (Jersey City) bonds	100	103¾
Detroit Inc. 5s	94	97
Equitable 1st 6s	101	102½
Equitable 1st con. 5s	114	117
Fort Wayne (Ind.) stock	75	80
Fort Wayne (Ind.) 1st 6s	89	90¾
Grand Rapids stock	76	79
Grand Rapids bonds	98	101
Ind. Nat. & Ill.	59	63
Indiana Nat. & Ill. 1st 6s	73	75
Indianapolis stock	115	125
Indianapolis 1st 6s	104¾	106½
Lafayette (Ind.) stock	77	80
Lafayette 1st 6s	85	88
Logansport & Wab. Val. stock	54	58
Logansport & Wab. Val. 1st 6s	72	73
Madison (Wis.) Gas	56	60
Madison (Wis.) 1st 6s	100	102½
Minneapolis Gas 6s	103½	105
Mutual of New York	340	345
New Amsterdam	30¾	31½
New Amsterdam pf.	74⅞	75
New Amsterdam 1st 5s	102⅝	102¾
N. Y. & E. R. Gas Co. 1st	112	114
N. Y. & E. R. Gas Co. con.	108	108¼
Ohio & Indiana stock	54	58
Ohio & Indiana bonds	71	73
St. Joseph (Mo.)	35	38
St. Joseph (Mo.) 5s	90	93
St. Paul Gas stock	38	41
St. Paul Gas bonds	76	78
Standard Gas, New York	139	141
Standard Gas, New York, pf.	153	160
Standard Gas, New York, 1st	112	114
Syracuse Gas stock	17	18
Syracuse Gas 5s	88	89
Western Gas Co., Milwaukee	85½	86½
West. Gas Co. bonds, Milw'kee	102	103
Williamsburg 1st 6s	101	103½

FOREIGN TRADE FIGURES.

Following are the returns of foreign commerce for the week ending Friday last, compared with the corresponding week last year. In the case of the exports of general merchandise the returns are for the week ended on Tuesday:

Imports of Dry Goods and General Merchandise.

Week ended July 15, 1898	$9,622,275
Week ended July 16, 1897	9,355,645
From Jan. 1, 1898	238,458,633
From Jan. 1, 1897	306,941,214

Exports of General Merchandise.

Week ended July 12, 1898	$9,823,722
Week ended July 13, 1897	6,673,195
From Jan. 1, 1898	250,624,423
From Jan. 1, 1897	208,038,310

Imports of Gold.

Week ended July 15, 1898	$10,483
Week ended July 16, 1897	22,175
From Jan. 1, 1898	68,959,882
From Jan. 1, 1897	1,974,640

Exports of Gold.

Week ended July 15, 1898	$26,000
Week ended July 16, 1897	4,300
From Jan. 1, 1898	4,660,689
From Jan. 1, 1897	24,358,722

Net Imports of Gold.

From Jan. 1, 1898	$64,299,193
Week ended Jan. 16, 1897	17,875

Net Exports of Gold.

Week ended July 15, 1898	$15,517
From Jan. 1, 1897	22,384,082

Imports of Silver.

Week ended July 15, 1898	$20,779
Week ended July 16, 1897	55,323
From Jan. 1, 1898	1,364,427
From Jan. 1, 1897	1,503,629

Exports of Silver.

Week ended July 15, 1898	$836,645
Week ended July 16, 1897	768,606
From Jan. 1, 1898	23,486,780
From Jan. 1, 1897	25,349,642

Net Exports of Silver.

Week ended July 15, 1898	$781,266
Week ended July 16, 1897	713,283
From Jan. 1, 1898	22,124,353
From Jan. 1, 1897	23,846,013

Total Imports of Specie.

Week ended July 15, 1898	$31,262
Week ended July 16, 1897	77,498
From Jan. 1, 1898	70,324,309
From Jan. 1, 1897	3,478,269

Total Exports of Specie.

Week ended July 15, 1898	$862,645
Week ended July 16, 1897	772,906
From Jan. 1, 1898	28,149,469
From Jan. 1, 1897	49,706,364

Total Net Imports of Specie.

From Jan. 1, 1898	$42,174,840

Total Net Exports of Specie.

Week ended July 15, 1898	$831,383
Week ended July 16, 1897	695,408
From Jan. 1, 1897	46,230,095

BANK STATEMENTS.

The weekly statement of the New York City Associated Banks, issued Saturday, shows a decrease in the reserve of $3,979,475. The banks now hold $49,365,825 more than the legal requirements. The changes in the averages show an increase in loans of $6,178,200, a decrease of specie of $3,732,300, a decrease in legal tenders of $317,600, a decrease in deposit of $281,700, and a decrease in circulation of $81,600.

The following is a comparison of the average of the New York banks for the last two weeks and for the corresponding date last year:

	July 16, '98.	July 2, '98.	July 17, '97.
Loans	$639,853,500	$633,675,300	$534,154,400
Specie	176,766,400	180,498,700	91,231,200
Legal tenders	62,046,000	62,363,600	108,122,500
Net deposits	757,786,300	758,068,000	613,267,200
Circulation	14,538,800	14,620,400	13,641,200

The following shows the amount of reserve held above the legal requirements:

	July 16, '98.	July 2, '98.	July 17, '97.
Specie	$176,766,400	$180,498,700	$91,231,200
Legal tenders	62,046,000	62,363,600	108,122,500
Total r's've	$238,812,400	$242,860,300	$199,353,700
Reserve required ag'st deposits	189,446,575	189,517,000	153,316,800
Excess of reserve above legal req'rements	$49,365,825	$53,345,300	$46,036,900

The following table shows the amount of surplus reserve held by the New York Clearing House banks at the end of each week in the present year and the corresponding weeks in 1897 and 1896:

	1898.	1897.	1896.
Jan. 8	$22,261,575	$43,991,450	$27,183,100
Jan. 15	25,968,775	52,172,525	32,345,550
Jan. 22	31,275,200	57,667,800	37,678,500
Jan. 29	35,600,450	59,148,250	39,623,400
Feb. 5	34,781,625	54,540,050	40,182,425
Feb. 12	32,487,050	51,678,225	36,818,875
Feb. 19	25,688,450	55,865,850	28,627,050
Feb. 26	22,950,825	57,520,975	24,422,150
March 5	20,823,500	55,556,925	23,284,500
March 12	22,721,425	52,863,550	21,448,825
March 19	28,060,050	48,168,975	19,042,675
March 26	33,851,475	48,895,750	18,042,675
April 2	35,720,800	47,686,575	17,005,975
April 9	35,086,475	46,170,050	17,931,250
April 16	37,346,075	46,966,900	18,189,350
April 23	43,525,100	49,257,900	20,678,675
April 30	44,504,675	48,917,625	22,944,275
May 7	43,916,475	44,095,975	20,243,125
May 14	46,997,225	44,490,500	18,577,975
May 21	50,715,250	45,998,950	21,701,500
May 28	53,704,600	46,616,100	22,230,675
June 4	52,249,700	45,320,825	18,486,800
June 11	53,841,100	47,691,475	20,677,050
June 18	59,272,800	48,399,950	19,918,250
June 25	62,206,250	49,239,150	21,917,325
July 2	62,018,550	41,384,875	20,328,250
July 9	53,345,300	41,361,375	22,237,275
July 16	49,365,825	46,036,900	21,773,025

The following shows the surplus reserve at this time for a series of years:

1898	$49,365,825	1893	*$4,209,100
1897	46,086,900	1892	20,207,150
1896	21,773,025	1891	18,489,675
1895	33,491,125	1890	5,702,400
1894	73,941,875	1889	7,254,825

*Deficit.

MONEY AND EXCHANGE.

Money on call loaned at 1@1½ per cent.

Time money, 2½ per cent. for thirty to sixty days, and 3 per cent. for ninety days to four months, and 3½ per cent. for five to six months. Commercial paper rates, 3½ per cent. for sixty to ninety days' indorsements, 4 per cent. for choice single names, and 4½@5½ per cent. and upward for others.

The Bank of England lost £758,425 bullion during the week, and the proportion of reserve to liabilities, which in the previous week was 46.39, became 46.12 per cent. The rate of discount was unchanged at 2½ per cent. The Bank of France lost 3,675,000f gold and 1,650,000f silver.

Foreign exchange market firm. Posted rates were $4.85½ for sixty days and $4.87 for demand. Actual rates were $4.84½@$4.84¾ for sixty-day bills, $4.85¾@$4.46 for demand, $4.86@$4.86¼ for cable transfers, and $4.83½@$4.83¾ for commercial.

In Continental, Paris francs were quoted at 5.20@5.20⅝ for long and 5.18¾ for short, reichsmarks at 94 13-16 and 95⅛, and guilders at 40 3-16@40¼ and 40⅜.

New York exchange was quoted as follows: Chicago—10c premium. Boston—15c discount. San Francisco—Sight, 15c premium; telegraphic, 17½c premium. New Orleans—Commercial, 25c premium; bank, $1 premium. Savannah—Buying, 1-16c discount; selling, 1-16c premium. Charleston—Buying, par; selling, ⅛c premium. Cincinnati—Between banks, par; over counter, 50c premium. St. Louis—Par.

THE BULLION MARKET.

The following is a comparison of the average of bullion in the principal European banks last week and at the corresponding date a year ago. These figures are received weekly by cable by The Commercial and Financial Chronicle:

	Gold.	Silver.
BANK OF ENGLAND.		
July 14, 1898	£36,846,627	......
July 15, 1897	36,731,125	......
BANK OF FRANCE.		
July 14, 1898	74,884,616	£49,458,625
July 15, 1897	80,487,224	49,009,583
BANK OF GERMANY.		
July 14, 1898	26,708,000	13,758,000
July 15, 1897	28,923,000	14,900,000
RUSSIA.		
July 14, 1898	111,355,000	4,418,000
July 15, 1897	92,325,000	4,622,000
AUSTRIA-HUNGARY.		
July 14, 1898	34,882,000	12,627,000
July 15, 1897	36,519,000	12,862,000
SPAIN.		
July 14, 1898	10,058,000	4,777,000
July 15, 1897	8,966,000	10,740,000
ITALY.		
July 14, 1898	14,911,000	1,862,000
July 15, 1897	15,161,000	2,561,000
NETHERLANDS.		
July 14, 1898	3,341,600	6,941,000
July 15, 1897	2,662,000	6,949,000
BELGIUM.		
July 14, 1898	2,965,000	1,484,000
July 12, 1897	2,800,677	1,400,333
Total for the week	£215,485,243	£95,366,625
Total preceding week	215,781,969	95,180,667
Corresponding date last year	304,825,616	102,843,916

INACTIVE STOCKS, LAST TRANS ACTIONS NEW YORK STOCK EXCHANGE.

The following table gives the range of prices in 1898 for stocks in which there have been no dealings during the past week. Where no sale has occurred this year the last recorded transaction is given.

Closing July 16. Bid.	Asked.	STOCKS.	Amount Outstanding.	Last Dividend.		Range in 1898. Highest.		Lowest.		Last Sale.	
180	..	**Albany & Susquehanna**	$3,520,000	July, 1898	3½	*186	Feb. 3	*183	Jan. 4	*186	Feb. 3, 1898
..	..	American Bank Note	....	June 30, 1898	1	*43	Mar. 5	*43	Mar. 5	*43	Mar. 5, 1898
120	140	American Coal	1,500,000	Mar. 1, 1898	4	..	....	..	....	125	Sept. 16, 1897
25	30	American District Telegraph	3,845,000	May 16, 1898	1	24½	June 30	22	May 3	24	July 1, 1898
11	12	Ann Arbor	8,250,000	....	..	15	Feb. 8	11	Apr. 21	11	June 30, 1898
35½	37	Ann Arbor pf	4,000,000	....	..	40¼	Feb. 7	34	Jan 4	*35¼	July 6, 1898
104	108	**Boston Air Line pf**	1,426,000	July, 1898	2	*105	Mar. 9	*105	Mar. 9	*105	Mar. 9, 1898
..	..	Brooklyn Elevated	13,283,600	....	..	..	....	..	....	*7½	Dec. 28, 1897
28	30	Buff., Roch. & Pittsburg	6,000,000	....	..	30¼	Jan. 6	25	Mar. 12	28½	June 7, 1898
66	67	Buff., Roch. & Pittsburg pf	6,000,000	Feb. 1, 1898	1	67¾	Jan. 8	*61	May 3	66½	July 9, 1898
70	80	Bur., Cedar Rapids & Northern	5,500,000	Feb. 1, 1898	2	75	July 1	*65	Mar. 10	*75	July 7, 1898
..	..	**Capital Traction**	12,000,000	July 1, 1898	75c.	70	Jan. 25	62	Jan. 4	70	Jan. 25, 1898
..	..	Central Coal & Coke	1,500,000	....	..	..	....	..	....	20¾	Oct. 13, 1897
159	..	Chicago & Alton	18,764,800	June 1, 1898	1¾	166¼	Feb. 11	*150	Mar. 14	*157½	July 1, 1898
172	..	Chicago & Alton pf	3,479,500	June 1, 1898	1¾	*166	Mar. 24	*166	Mar. 24	*166	Mar. 24, 1898
106	107	Chicago & Eastern Illinois pf	4,830,700	July 1, 1898	1½	113½	Feb. 1	102	Jan. 7	*108¼	June. 27, 1898
23	25	Chicago Great Western pf., B	7,444,190	....	..	25⅝	Jan. 14	20	Apr. 21	24⅝	June 6, 1898
..	..	Chicago Stock Yards	6,500,000	July 1, 1898	4	..	....	..	....	102½	May 22, 1897
..	..	Chicago Stock Yards pf	6,500,000	July 1, 1898	1½	120	June 4	120	June 4	120	June 4, 1898
..	49	Cleve., Lorain & Wheeling pf	5,000,000	Oct. 1, 1896	1	50¼	Feb. 5	45	May 2	48¾	June 1, 1898
170	..	Cleveland & Pittsburg	11,243,736	June 1, 1898	1¾	170	June 7	*169½	June 24	*169½	June 24, 1898
..	½	Colorado Coal & Iron Dev	5,500,000	....	..	⅞	Jan. 28	¼	Apr. 7	*⅜	July 6, 1898
1½	3	Col. Coal & Iron Dev. pf	500,000	....	..	2½	Jan. 7	2	June 6	2⅛	June 6, 1898
..	90	Col. Fuel & Iron pf	20,000	Feb. 20, 1897	4	..	....	..	....	*80	Dec. 14, 1897
..	..	Colorado Midland	3,420,200	....	..	*6	June 6	*5	June 6	5¼	June 23, 1898
4	5	Columbus & Hock. Coal & Iron	4,700,000	....	..	5¾	July 6	5¾	July 6	5¾	July 6, 1898
21½	24	Col., Hock. Val. & Tol. pf	2,500,000	Jan. 2, 1897	2½	27½	Feb. 10	17	Jan. 17	24½	June 17, 1898
..	..	Consol. K. C. Smelt. & Ref. pf	871,825	July 15, 1898	1¾	99½	May 24	99½	May 24	99½	May 24, 1898
..	..	Consolidation Coal	10,250,000	Feb. 1, 1898	2	46	June 27	40	May 17	46	June 27, 1898
11½	12½	**Denver & Rio Grande**	38,000,000	....	..	13	Jan. 12	10	Apr. 16	12¼	June 20, 1898
85	..	Des Moines & Ft. Dodge pf	763,500	Aug. 2, 1897	6	..	....	..	....	*70	Dec. 31, 1897
2½	..	Duluth, South Shore & Atlantic	12,000,000	....	..	..	....	..	....	4½	Sept. 16, 1897
6	8	Duluth, South Shore & Atl. pf	10,000,000	....	..	7½	Feb. 5	5	Apr. 14	6	June 29, 1898
..	60	**Eastern Elevator**	1,000,000	....	..	66	Mar. 11	61¼	May 20	64¼	June 27, 1898
335	350	Eighth Avenue	1,000,000	July, 1898	3¾	340	June 17	335	June 16	*340	June 30, 1898
..	..	Erie Tel. & Tel	48,000,000	May 16, 1898	1	..	....	..	....	75	Oct. 14, 1897
50	52	Evansville & Terre Haute pf	1,284,000	Apr. 15, 1897	1	52	June 16	*37	Apr. 13	50	June 30, 1898
..	..	**Flint & Pere Marquette**	3,298,200	....	..	14⅛	Feb. 14	*9½	Apr. 15	11½	May 14, 1898
..	..	Flint & Pere Marquette pf	6,500,000	....	..	43	Jan. 28	*27	Mar. 26	*32	June 27, 1898
..	..	Fort Worth & Denver City	2,555,000	Mar. 15, 1898	2	28	Mar. 15	19¼	Jan. 24	*20	May 18, 1898
..	12	Fort Worth & Rio Grande	3,108,100	....	..	16¾	Jan. 31	10	May 19	11	June 6, 1898
..	..	**General Electric pf**	4,252,000	July 1, 1893	3½	..	....	..	....	75	Mar. 22, 1898
..	..	Gold & Stock Tel	5,000,000	July, 1898	1½	..	....	..	....	*108½	Dec. 14, 1897
..	..	Green Bay & Western	2,500,000	....	..	*32½	Feb. 24	*30	Jan. 7	*32½	Feb. 24, 1898
..	..	**H. B. Claflin Co. 1st pf**	2,600,300	May 1, 1898	1¼	..	....	..	....	*94½	Dec. 30, 1897
..	..	H. B. Claflin Co. 2d pf	2,570,600	May 1, 1898	1½	..	....	..	....	*94	Dec. 11, 1897
..	..	Harlem	8,646,050	July 1, 1898	2	*320	Jan. 5	*320	Jan. 5	*320	Jan. 5, 1898
53	..	Homestake	12,500,000	June 25, 1898	50c.	50	May 21	43	Apr. 2	*50	June 30, 1898
95	100	**Illinois Central** leased line	10,000,000	July, 1898	2	*94	Feb. 2	*94	Feb. 2	*94	Feb. 18, 1898
5½	6½	**Kanawha & Michigan**	9,000,000	....	..	*6¾	Jan. 2	6	Feb. 2	6½	May 24, 1898
..	..	Keely Motor	....	....	..	..	....	..	....	4½	Mar. 9, 1898
17	19	Keokuk & Des Moines pf	1,524,600	Jan. 15, 1895	90c.	18½	June 14	*13⅛	Mar. 19	*17	June 25, 1898
4¼	9¾	Kingston & Pembroke	4,500,000	....	..	2	May 19	2	May 19	2	May 20, 1898
188	..	**Lake Shore** certificates	....	....	..	190	May 27	180	May 2	*188	July 7, 1898
3	6	**Manhattan Beach**	5,000,000	....	..	5¼	Jan. 24	4	Jan. 20	*5	June 18, 1898
45	52	Maryland Coal pf	1,876,000	July 1, 1898	2	*53	June 10	45	Mar. 28	*50	June 29, 1898
..	..	Mergenthaler Linotype	10,000,000	June 30, 1898	5	*152	May 31	*140	Mar. 9	*152	May 31, 1898
4½	5	Mexican Central	47,841,100	....	..	6¼	Jan. 8	4½	June 15	5½	June 29, 1898
⅞	1¼	Mexican National certificates	33,350,000	....	..	1½	May 2	1	Feb. 10	1¼	June 7, 1898
..	..	Michigan Peninsular Car	2,000,000	Oct. 1, 1893	2	..	....	..	....	14	Sept. 9, 1897
..	..	Michigan Peninsular Car pf	5,000,000	June 30, 1898	2	*54	Jan. 29	*54	Jan. 29	*54	Jan. 29, 1898
58½	60½	Minneapolis & St. Louis 2d pf	4,000,000	July 15, 1898	2	63	June 8	46	Mar. 26	60½	June 30, 1898
6	..	Minn., St. P. & S. Ste. Marie	14,000,000	....	..	7	Jan. 5	6½	Mar. 1	6½	Mar. 11, 1898
18	..	Minn., St. P. & S. Ste Marie pf	7,000,000	....	..	..	....	..	....	10	Dec. 2, 1897
..	..	**Nash., Chat. & St. Louis**	10,000,000	May 1, 1898	1	60	June 1	60	June 1	60	June 1, 1898
6	7	National Starch Manufacturing	5,000,000	....	..	9	Feb. 10	5	Apr. 25	5¾	July 9, 1898
70	80	National Starch 1st pf	3,000,000	May 1, 1898	2	*81	Jan. 24	60	Mar. 25	*65	June 22, 1898
..	..	New Central Coal	5,000,000	....	..	8½	June 24	6¼	Apr. 25	8½	June 24, 1898
..	..	N. Y., Lack. & Western	100,000,250	July, 1898	1¾	*123¾	Feb. 16	*120	Apr. 20	*123½	July 7, 1898
..	..	New York Mutual Gas	3,500,000	July 11, 1898	5	..	....	..	....	*350	Nov. 16, 1897
..	..	New Jersey & New York Tel	5,000,000	Apr. 15, 1898	2½	..	....	..	....	*124	Jan. 28, 1897
..	..	**Omaha & St. Louis**	621,900	....	..	7	Mar. 5	7	Mar. 5	7	Mar. 5, 1898
3	5	Ontario Mining	15,000,000	Dec. 31, 1897	75c.	*5	June 17	*3	Mar. 8	*3	June 24, 1898
48	50	Oregon R. R. & Navigation	24,000,000	....	..	54¼	Feb. 1	35½	Jan. 7	*50	July 8, 1898
..	..	**Panama**	7,000,000	Jan. 3, 1896	2	..	....	..	....	*95	Sept. 22, 1897
340	..	Pennsylvania Coal	5,000,000	May 1, 1898	4	*350	Feb. 25	*325	Mar. 23	*325	Mar. 23, 1898
3½	6	Peoria & Eastern	10,000,000	....	..	5¼	Feb. 11	*3	Jan. 26	*3	July 8, 1898
..	..	Pierre Lorillard pf	2,000,000	July 1, 1898	2	..	....	..	....	*115	Sept. 29, 1897
63	66	Pitts., Cin., Chi. & St. Louis pf	22,649,200	Jan. 27, 1896	2	71	Feb. 7	57	Mar. 23	65	July 9, 1898
..	..	Pittsburg & Western pf	5,000,000	....	..	7	June 17	5¾	June 11	7	July 8, 1898
1½	2	**Quicksilver**	5,708,700	....	..	2¼	Jan. 27	2	Jan. 26	2	May 18, 1898
5	8	Quicksilver pf	4,291,300	1891	4¾	6¾	Jan. 18	5	June 2	6	June 29, 1898
180	..	**Rens. & Saratoga**	10,000,000	July, 1898	4	*185	May 20	*182	Jan. 26	*185	May 20, 1898
26½	29½	Rio Grande Western	10,000,000	....	..	27½	June 17	*21¼	Jan. 11	*27	July 8, 1898
122	..	Rome, Watertown & Ogdensb	10,000,000	May 16, 1898	1¼	123	Jan. 4	*116¼	Mar. 26	122	July 5, 1898
7	7½	**St. Joseph & Grand Island**	4,600,000	....	..	8¾	Feb. 11	5½	Mar. 7	7⅞	July 5, 1898
18	21	St. Paul & Duluth	4,660,200	July 5, 1887	3	25	Jan. 8	*17½	July 9	*17½	July 9, 1898
200	..	Sixth Avenue	2,000,000	July 1, 1898	3½	..	....	..	....	195	July 19, 1897
..	..	Standard Gas	5,000,000	July 1, 1898	1½	*147	Jan. 24	143½	Jan. 21	*147	Jan. 22, 1898
..	..	Standard Gas pf	3,721,100	Dec. 31, 1897	5	*144½	Jan. 3	*144½	Jan. 22	*144½	Jan. 24, 1898
..	..	Southern & Atlantic Tel	559,525	April, 1898	2½	100	Feb. 17	100	Feb. 17	100	Feb. 17, 1898
..	..	**Texas Central**	2,649,400	....	..	..	....	..	....	10	July 13, 1897
..	..	Texas Central pf	1,324,500	Jan. 15, 1898	3	..	....	..	....	*40½	Feb. 5, 1897
..	..	Texas Pacific Land Trust	10,370,000	....	..	7¾	June 8	5	May 27	7½	June 14, 1898
..	20	Toledo & Ohio Central	6,500,000	Nov. 25, 1893	1	*15	Feb. 10	*15	Feb. 10	*15	Feb. 10, 1898
..	40	Toledo & Ohio Central pf	3,708,000	July 25, 1896	1¼	*41	Feb. 7	*38¼	Feb. 8	*40	Feb. 10, 1898
..	..	Twin City Rapid Transit	15,010,000	....	..	22½	Feb. 25	19¾	Apr. 14	19⅞	May 26, 1898
..	..	Twin City Rapid Transit pf	1,137,200	April, 1898	1¾	..	....	..	....	*95	Dec. 23, 1897
..	..	**Union Ferry**	3,000,000	July 1, 1898	1	..	....	..	....	64	July 13, 1897
..	..	United N. J. R. R. & Canal	21,240,400	July, 1898	2½	..	....	..	....	*215½	Mar. 15, 1897
..	..	Utica & Black River	2,223,000	March, 1898	3½	..	....	..	....	165	Oct. 20, 1897
..	..	**Warren Railroad**	1,800,000	July, 1898	3½	..	....	..	....	167	Aug. 24, 1897
..	..	Western Gas	4,000,000	Jan. 20, 1898	3	86	Jan. 17	86	Jan. 17	86	Jan. 17, 1898
..	..	Western Union Beef	13,600,000	Nov. 23, 1897	2	8	Jan. 13	7½	Jan. 5	8	Apr. 18, 1898

*Sales of less than 100 shares.

NEW YORK CLEARING HOUSE BANK STATEMENT.

The following gives the bank statements in detail, together with the percentage of reserve to deposits held by the individual banks:

*Capital.	*N't Profits.	Banks.	Loans.	Specie.	Legals.	Deposits.	Per cent.
$2,000,000	$1,901,100	N. Y. Nat. Bkg. As.	$14,350,000	$2,470,000	$1,220,000	$14,380,000	25.6
2,050,000	2,159,800	Bank of Manh. Co.	18,593,000	7,174,000	2,732,000	20,457,000	48.4
2,000,000	1,065,400	Merchants' National	13,617,600	4,179,400	1,075,000	17,261,900	30.4
2,000,000	2,048,900	Mechanics' National	9,400,000	3,017,000	1,205,000	10,512,000	40.1
1,500,000	2,590,100	Bank of America	20,715,600	5,487,400	1,992,600	25,340,600	29.5
1,000,000	250,500	Phenix National	4,470,000	643,000	407,000	4,286,000	24.4
1,000,000	3,957,400	National City	65,328,100	36,125,300	2,036,000	98,246,600	38.8
750,000	122,100	Tradesmen's Nat.	2,985,000	713,800	309,600	3,066,100	33.3
300,000	6,951,800	Chemical National	24,777,000	5,775,000	2,518,000	26,160,000	31.7
600,000	189,900	Merchants' Ex. Nat.	4,999,100	1,129,300	426,200	5,796,500	26.8
1,000,000	1,676,600	Gallatin National	8,011,600	1,087,300	1,108,300	7,200,300	30.4
300,000	128,100	Nat. Butch. & Drov.	998,800	385,400	78,300	1,230,500	37.6
400,000	181,660	Mech. & Traders'	1,881,000	335,000	281,000	2,182,000	28.2
200,000	170,000	Greenwich	874,100	102,200	204,000	832,200	36.7
600,000	495,000	Leather Mfrs' Nat.	3,945,300	795,600	603,800	4,239,300	33.0
300,000	100,400	Seventh National	1,867,800	479,600	129,000	2,285,100	26.6
1,200,000	525,800	State of New York	3,919,200	485,800	279,400	3,294,000	23.2
5,000,000	2,457,000	American Ex. Nat.	26,162,000	3,878,000	3,904,000	23,110,000	33.6
5,000,000	3,713,700	Nat. Bk. of Com'rce	28,112,400	1,820,200	3,677,800	22,100,900	24.8
1,000,000	1,606,000	National Broadway	6,978,000	1,913,800	226,200	7,111,900	30.0
1,000,000	1,023,200	Mercantile National	9,968,800	1,809,800	1,105,900	10,997,900	26.4
422,700	484,000	Pacific	2,251,500	1,061,400	451,200	3,290,900	46.5
1,500,000	842,700	Nat. Bk. of Republic	17,215,900	4,079,500	751,700	19,465,100	24.8
450,000	977,200	Chatham National	6,106,400	1,100,400	823,300	6,409,300	30.0
200,000	258,900	People's	1,611,600	251,200	657,000	2,559,200	35.4
700,000	558,900	Nat. Bk. of No. Am.	10,397,600	2,240,300	1,039,500	12,414,600	26.4
1,000,000	2,252,400	Hanover National	31,662,200	8,587,900	2,339,800	40,672,900	26.7
500,000	366,800	Irving National	3,359,000	734,800	510,800	3,821,000	32.6
600,000	383,700	National Citizens'	2,644,200	549,600	199,100	2,980,400	25.1
500,000	269,500	Nassau	2,502,700	341,800	388,200	3,097,300	23.5
900,000	1,025,400	M'kt & Fulton Nat.	5,601,400	1,526,400	572,400	6,420,700	32.6
1,000,000	158,700	Nat. Shoe & Leather	3,567,100	659,500	348,000	3,952,000	25.3
1,000,000	1,302,800	Corn Exchange	9,804,000	1,559,000	1,229,000	11,018,500	25.2
1,000,000	679,400	Continental National	6,146,200	1,477,300	410,200	7,391,300	25.5
300,000	405,700	Oriental	1,736,000	256,200	412,000	1,853,000	36.1
1,500,000	5,648,700	Imp. & Trad. Nat.	22,705,000	5,843,000	1,127,000	23,828,000	29.2
2,000,000	3,266,400	National Park	36,866,000	16,541,000	2,954,000	52,180,000	37.3
250,000	154,100	East River National	1,268,300	271,600	180,400	1,329,500	34.0
3,200,000	2,085,200	Fourth National	23,752,400	2,997,000	3,270,600	25,079,800	24.9
1,000,000	500,900	Central National	10,222,000	2,796,000	1,046,000	13,675,000	28.0
300,000	716,000	Second National	5,380,000	2,318,000	417,000	7,327,000	37.3
750,000	287,700	Ninth National	3,097,000	1,151,000	371,000	3,890,000	36.6
500,000	7,516,100	First National	23,120,800	9,227,500	972,200	30,812,900	33.1
300,000	62,700	N. Y. Nat. Exch.	1,319,200	180,300	125,700	1,182,400	25.8
250,000	620,900	Bowery	2,604,000	425,600	445,400	3,382,000	25.7
200,000	436,600	N. Y. Co. Nat.	3,207,200	666,200	232,700	3,355,300	25.9
750,000	294,300	German-American	2,939,700	622,700	309,600	3,016,600	30.8
1,000,000	1,085,100	Chase National	26,254,900	5,580,900	4,732,300	32,841,500	30.4
100,000	1,150,000	Fifth Avenue	7,928,000	1,902,100	835,400	9,464,800	29.5
200,000	581,900	German Exchange	2,122,500	168,500	755,500	3,028,900	30.5
200,000	737,500	Germania	[illegible]	551,200	461,600	4,189,600	24.1
300,000	715,100	Lincoln National	6,570,300	1,584,800	326,100	7,357,800	[illegible]
200,000	838,600	Garfield National	5,568,800	1,132,800	556,400	6,508,800	[illegible]
200,000	321,500	Fifth National	1,787,400	359,900	130,300	2,108,400	[illegible]
300,000	845,500	B. of the Metropolis	4,331,800	2,369,700	730,800	6,720,300	[illegible]
200,000	347,200	West Side	2,227,000	372,000	397,000	2,422,000	[illegible]
500,000	334,100	Seaboard National	[illegible]	1,365,000	1,304,000	10,146,000	[illegible]
200,000	390,700	Sixth National	1,748,000	372,000	124,000	1,590,000	[illegible]
2,100,000	[illegible]	Western National	25,318,700	6,786,800	2,470,000	34,188,000	[illegible]
300,000	973,900	First Nat., Brooklyn	5,316,000	879,000	1,418,500	6,320,000	[illegible]
1,200,000	[illegible]	National Union	12,608,300	3,157,100	373,800	12,723,000	[illegible]
500,000	317,900	Liberty National	3,219,600	1,267,800	301,900	4,305,000	[illegible]
1,000,000	[illegible]	N. Y. Produce Exch.	[illegible]	720,100	300,800	3,533,000	[illegible]
250,000	379,700	B'k of N. Amst'dam	[illegible]	736,000	148,000	3,421,000	[illegible]
$46,000,000	$62,112,800	Total Nat'l Banks.					
11,022,700	[illegible]	Total State Banks.					
[illegible]	75,941,900		639,853,500	176,766,400	62,046,000	757,786,300	

*As per official reports—[illegible] National banks, May 5, 1898; [illegible] State banks, April [illegible], 1898.

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Company and Period.	Amt.	Payable.	Books Close.	Books Open.
B., C. R. & N. (semi-annual)........	2	Aug. 1	July 15	Aug. 1
Chicago Southern	1	Aug. 1	June 30	July 15
Central of New Jersey (quarter).....	1	Aug. 1	July 15	July 22
Chi., Rock Island & Pac. (quarter)..	1¼	Aug. 1	June 29	July 11
Chi., Rock Island & Pac. (extra)....	*10	Aug. 1	June 29	July 11
C., St. P., M. & O. pf. (semi-annual)..	3½	Aug. 20	July 30	Aug. 15
C., C., C. & St. L. pf. (quarter).....	1¼	July 20	June 30	July 6
Del., Lack. & Western (quarter).....	1¾	July 20	July 9	July 20
Great Northern pf. (quarter)........	1½	Aug. 1	July 1	Aug. 2
Hun. & Broad Top Mountain Railroad & Coal pf....................	2½	Aug. 1	July 20	Aug. 1
L. S. & M. S. (semi-annual).........	3½	July 29	June 30	July 14
Michigan Central	2	July 29	June 30	July 14
Northern Pacific pf. (quarter).......	1	Sep. 6	Aug. 10	Aug. 22
Rio Grande Western pf...............	1¾	Aug. 1	June 30	Aug. 2
St. P., M. & M. (quarter)...........	1½	Aug. 1	July 15	Aug. 2

*Stock.

STREET RAILWAY STOCK.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Albany Railway (quarter)...........	1½	Aug. 1	July 21	Aug. 2
Albany Railway (extra)..............	1¼	Aug. 1	July 21	Aug. 2
Columbus (Ohio) St. Railway.......	1	Aug. 1	July 21	Aug. 1
N. O. & Carrollton (quarter)........	1½	July 20	July 9	July 20
St. Charles St. R. R. N. O. (quarter)..	1¼	July 20	July 10	July 20

BANK STOCK.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
People's, Brooklyn	3	Aug. 1	July 22	Aug. 1

MISCELLANEOUS COMPANIES.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Am. Steel & Wire pf. (quarter).....	1¾	Aug. 1	July 15	Aug. 2
American Tobacco	2	Aug. 1	July 15	Aug. 2
American Tobacco pf. (quarter)....	2	Aug. 1	July 15	Aug. 2
Consol. Car Heating (quarter).......	1½	Aug. 1	....	....
Edison Electric Illuminating of New York (quarter)................	1½	Aug. 1	....	....
Edison Electric Illuminating of Boston	2	Aug. 1	July 15	Aug. 1
H. B. Claflin 1st pf. (quarter).......	1¼	Aug. 1	....	....
H. B. Claflin 2d pf. (quarter)........	1½	Aug. 1	....	....
Homestake Mining (monthly).......	25c	July 25	July 20	July 25
Homestake Mining (extra)..........	25c	July 25	July 20	July 25
Madison (Wis.) Gas & Electric.....	2	July 20	July 9	July 20
Omaha Water 1st pf................	2½	July 20	July 15	July 20
Pacific Coast 1st pf................	5	July 20	July 15	July 20
Pacific Coast 2d pf.................	1	July 20	July 15	July 20
Pullman Palace Car (quarter).......	$2	Aug. 15	Aug. 1	Aug. 16
Pullman Palace Car (special).......	$20	Aug. 15	Aug. 1	Aug. 16
Quincy Mining	$3.50	Aug. 15	July 22	Aug. 1
Saratoga Gas, Electric Light and Power pf. (semi-annual)...........	2½	Aug. 1	July 20	Aug. 4
Street's W. S. C. L.................	½	July 25	July 14	July 25
Texas Pacific Coal..................	1	July 20	July 1	July 20
U. S. Rubber pf. (quarter)..........	2	July 30	July 15	Aug. 1
Western Gas (semi-annual)..........	3	July 20	July 8	July 21

MEETINGS.

	Books Close.	Books Open.	Date.	Nature.
Metropolitan Street Railway........	......	....	Aug. 9	Special
Tenn. Coal, Iron & R. R.............	......	....	Sep. 15	Special
West India Improvement Co........	......	....	Aug. 1	Annual

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FIRST MORTGAGE GOLD 3½S, DUE 1953.
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$38,000 ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY CO.
SECOND MTGE., NOW FIRST, 6S, DUE 1909.
$25,000 MICHIGAN CENTRAL RAILROAD COMPANY
CONSOL., NOW FIRST, MTGE., 7S, DUE 1902.
$40,000 GREAT NORTHERN RAILROAD COMPANY
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